



Alameda County Congestion Management Agency

Capital Expenditure Program Quarterly Report

CEP 2nd Quarter FY 05/06



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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January 31, 2005

TO: Alameda County Congestion Management Agency (CMA) Board Members

SUBJECT: Capital Expenditure Program – Second Quarter Report for FY 05/06

Dear Board Members:

Enclosed please find the Report for the Second Quarter of FY 05/06 (10/01/2005 – 12/31/2005) for the CMA Capital Expenditure Program.

The CMA is responsible for the delivery of a Capital Expenditure Program (CEP) that includes a wide variety of transportation projects geared to provide congestion relief in Alameda County. These projects are funded through a variety of fund sources including Regional Measure 2, Measure B and other state and federal fund sources. This CEP Quarterly Report provides information on current project delivery efforts for CMA implemented and/or sponsored projects (Group 1); in addition, it provides information for other projects in Alameda County that may be of interest to the CMA Board (Group 2).

The objective of the CEP Quarterly Report is to provide the CMA Board, key project stakeholders, and the public with up to date information on each active project. The reports will include an Alameda County map showing the location of Capital Projects by Planning Area, and will include individual project fact sheets with information on:

- Project status & description
- Funding & Cost estimates
- Project schedule
- CMA Project Manager
- Project graphics and/or photos

The information in this report is based on the most recent information available to the CMA. If you have any questions, please contact me at (510) 836-2560.

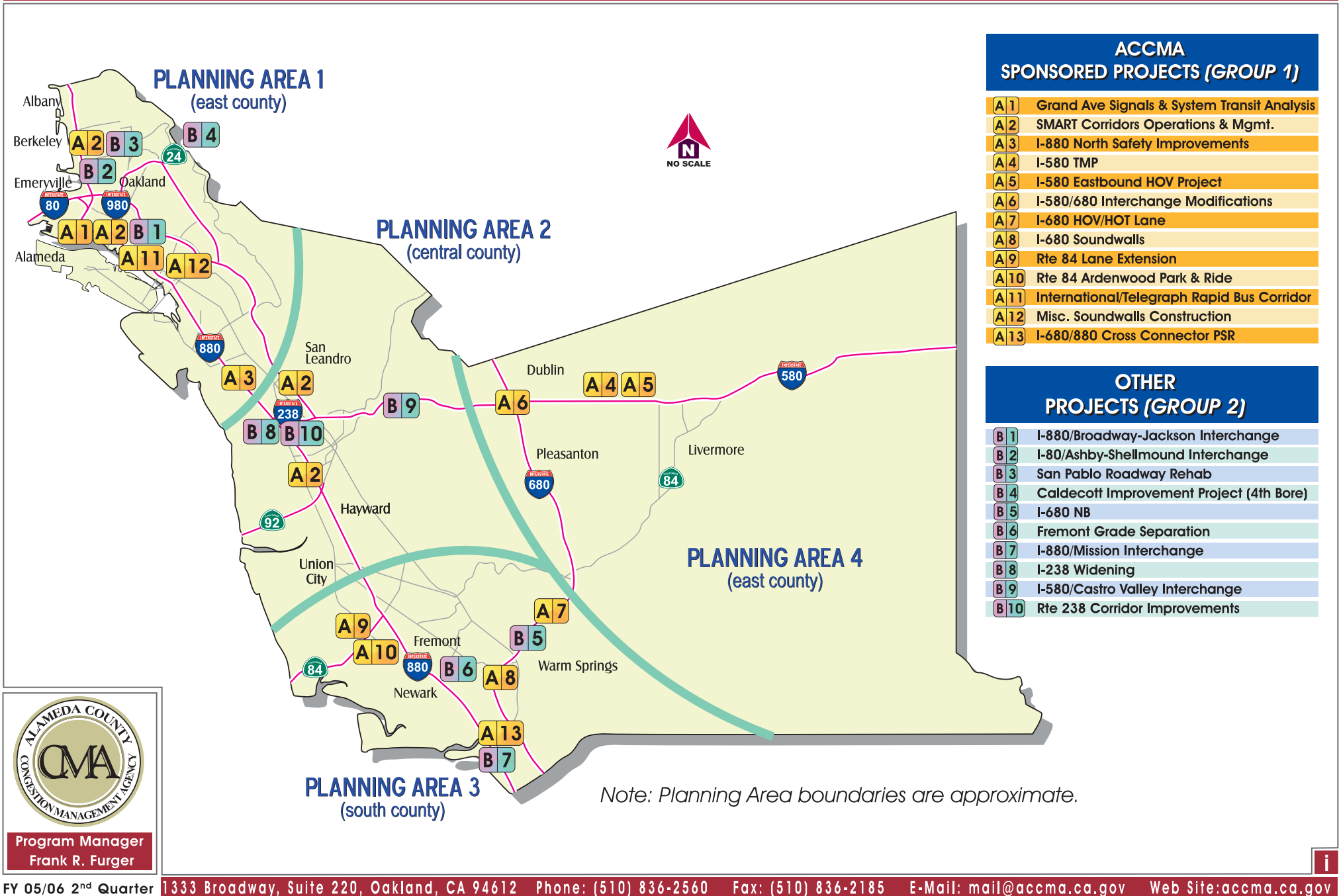
Sincerely,

A handwritten signature in black ink, appearing to read "Frank R. Furger".

Frank R. Furger,
Deputy Director, Programming & Projects

Alameda County Congestion Management Agency Capital Expenditure Program (CEP)

ACCMA Project Locations



ACCMA SPONSORED PROJECTS (GROUP 1)

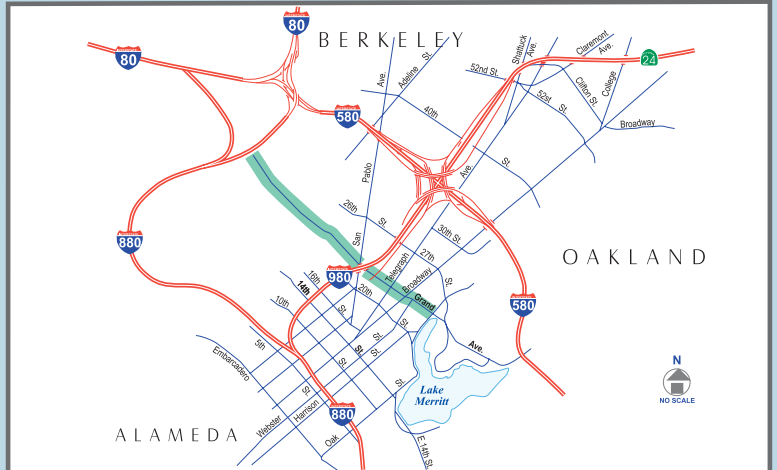
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A-1: Grand Ave Signals & System Transit Analysis



Project Status

The Draft Transit Analysis report was completed in December 2005. A final version of the report will be presented to the project stakeholders in early February 2006. Detailed design for traffic signal modifications and associated Transit Signal Priority (TSP) improvements for seven intersections on Grand Avenue between Harrison Street and Embarcadero is approximately 25% complete.

Project Need/Description

Modify signalized intersections on the Grand/MacArthur corridor between 106th Avenue and Bay Bridge to improve traffic control infrastructure and transit operations. Provide recommendations for improving transit operations and ridership on AC Transit's NL route by increasing travel speed, revising bus stop locations and layouts, service strategies and requirements, and pedestrian connectivity strategies. Design and construct intersection improvements and deploy Transit Signal Priority (TSP) equipment to support the recommended service strategies.

Expenditure Plan Description

Additional funding sources may be required to construct all phased improvements for this project.

Funding Estimates

Fund Source	FY	Amount
RM2	04/05	\$50,000
RM2	05/06	\$1,750,000
TFCA	05/06	\$205,000
RM2	06/07	\$1,715,000
Total:		\$3,720,000

Cost Estimates

Description	Amount
ENV/PE/PA&ED	\$975,000
Design	\$125,000
Construction & Construction Support	\$2,620,000
Total: \$3,720,000	

Project Schedule

Phase Description	Begin	End	04	05	06	07
Planning/Scoping	1/05	7/05				
Preliminary Engineering and Environmental	8/05	12/05				
Right-of-Way	1/06	4/06				
Construction	5/06	4/07				



FY 05/06 2nd Quarter

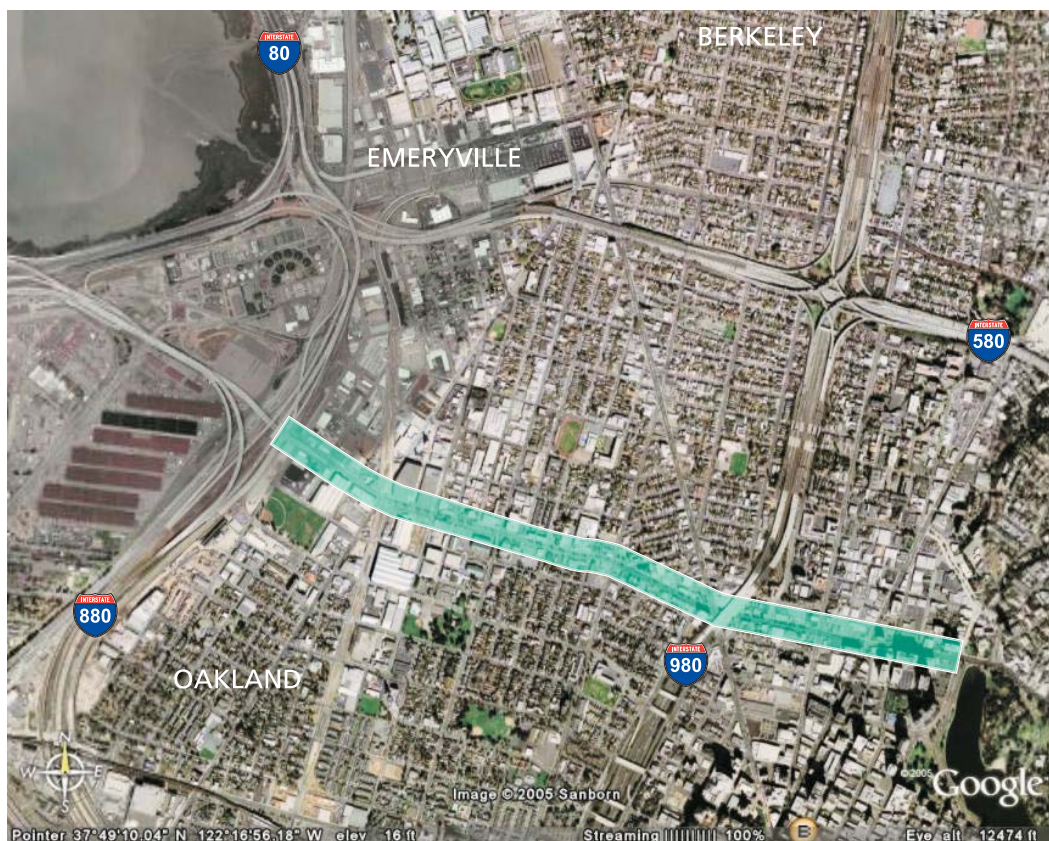
Project Sponsor: ACCMA

Project Manager: Cyrus Minoofar (510) 836-2560

Co-Sponsor: AC Transit

Contact: Anthony Bruzzone (510) 891-7175

A-1: Grand Ave Signals & System Transit Analysis

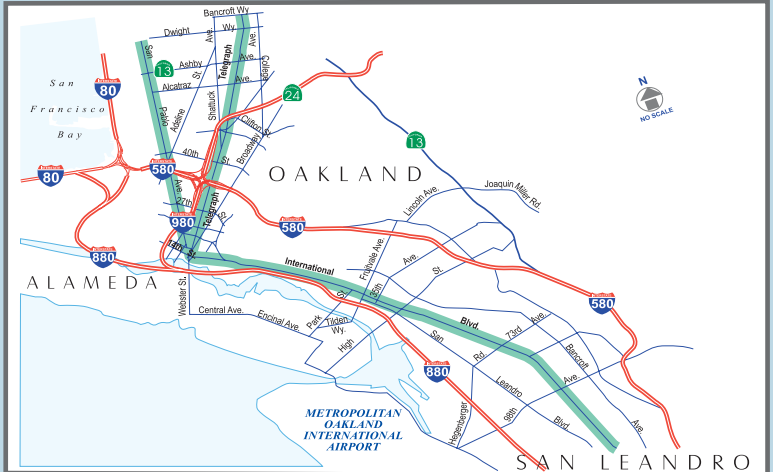
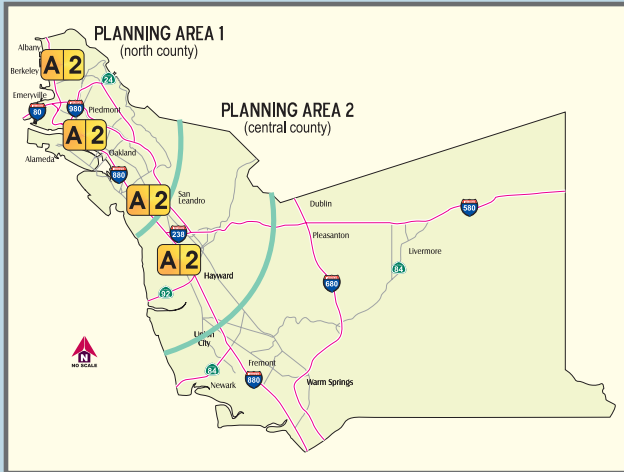


I-880/Grand Ave. Corridor



The new signal system provides priority to buses (NL-Line)

A-2: SMART Corridors Operations & Mgmt.



Project Status

The operations and management of SMART Corridors is now in its fifth year. Overall the system has been stable and service and solution providers are responding quickly to any issues that arise, and to support participating agencies. ACCMA is continually making performance upgrades and enhancements to the Corridors software, Transportation management Center hardware (TMC) and field devices. Information for analysis of traffic congestion and patterns are being collected based on requests and input from partnering agencies.

Project Need/Description

The program consists of three major corridors in the East Bay - I-80 corridor (San Pablo Avenue), Telegraph Avenue corridor, and the I-880 corridor (Hesperian/International/E. 14th Boulevard). The purpose of the program is to plan and implement a multi-modal Advanced Transportation Management System (ATMS) along these corridors. Due to its success, the program has evolved into a multi-year, multi-phase Intelligent Transportation System (ITS) program, implementing several major infrastructure improvements in the corridors, and has contributed to forming and strengthening interagency coordination and cooperation.

Expenditure Plan Description

The SMART Corridors Program O&M funding is provided by several different funding sources, among them local and federal agencies. The majority of expenditures on this project is of recurring nature or related to ongoing maintenance and management of the system. Stakeholders contribute funding based on a prorated formula. CMA staff is evaluating the options for funding the budget shortfall to sustain ongoing O&M.

Funding Estimates

Fund Source	FY	Amount
Federal	00-05	\$1,600,000
Local	02-05	\$1,000,000
State	00-05	\$200,000
Total:		\$2,800,000

Cost Estimates

Description	Amount
Operations & Management (Construction)	\$2,800,000
Total: \$2,800,000	



Project Schedule

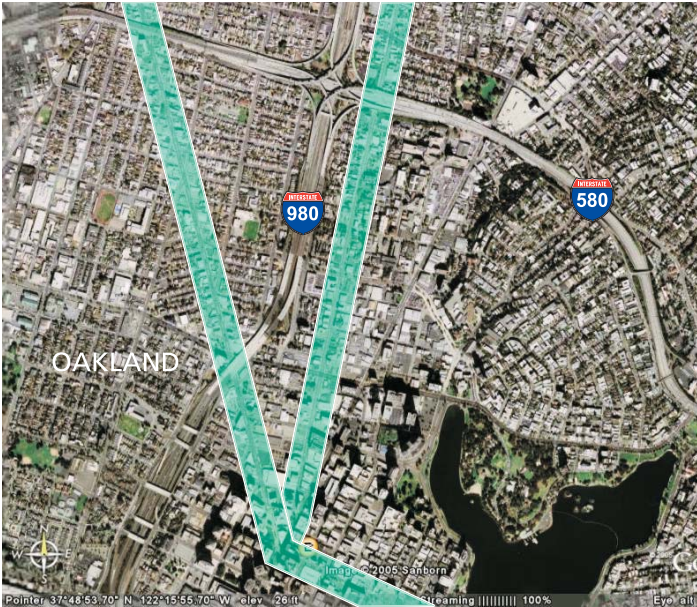
Phase Description	Begin	End	03	04	05	06	07	08	09	10
Operations & Management	02/03	➤								

Project Sponsor: ACCMA

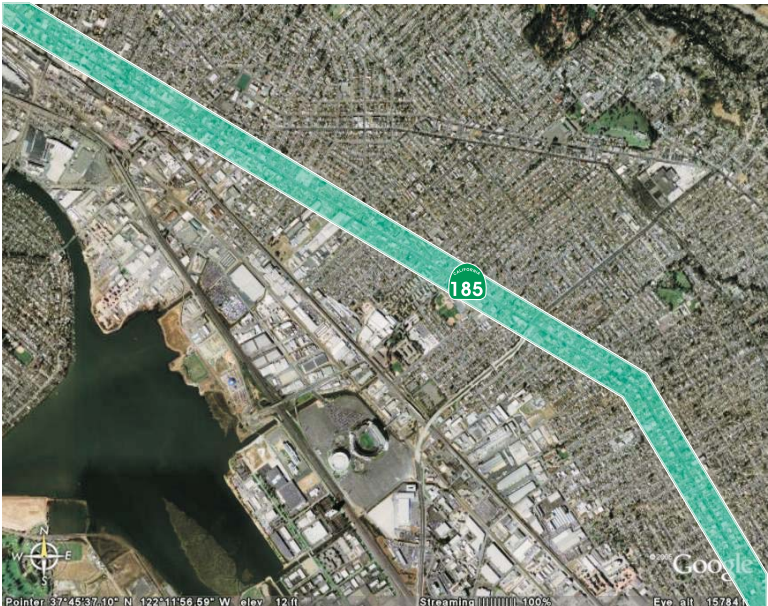
Co-Sponsor: 15 Local Agencies

Project Manager: Cyrus Minoofar (510) 836-2560

A-2: SMART Corridors Operations & Mgmt.



San Pablo and Telegraph Corridors



International Corridor



Installation of conduits



Adjustment of traffic camera

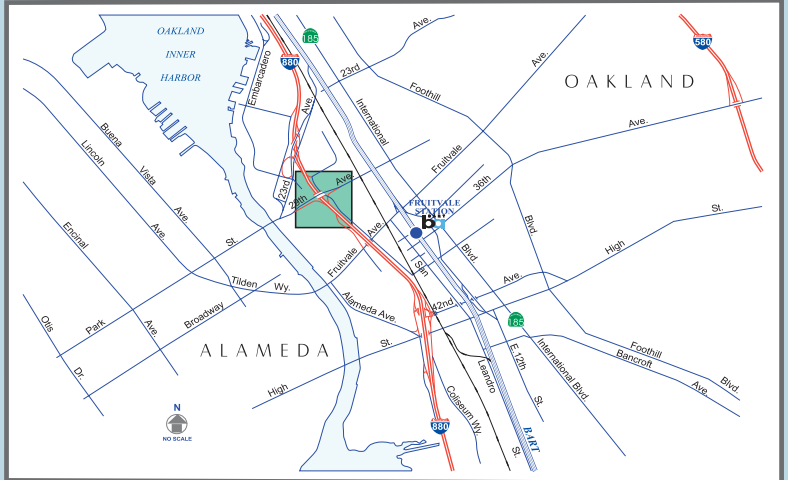


Traffic cameras can be used to monitor roadway incidents



Corridor provides signal priority for emergency vehicles

A-3: I-880 North Safety Improvements



Project Status

Conceptual design work has been completed. Initiated outreach with project stakeholders.

Project Need/Description

To provide operational and safety improvements to NB I-880 at 29th Ave by reconfiguring the on- and off-ramps, as well as mitigate noise impacts of the facility. The project will provide additional storage and deceleration distances to the off-ramp. This will minimize the queue spillback and resultant speed changes to the mainline. The mitigating soundwalls will reduce noise impacts to an elementary school and residences in the Jingtletown neighborhood.

Expenditure Plan Description

RM2 funds to be used for PA&ED, Design, R/W and Construction. Uncommitted funding needed for Construction phase.

Funding Estimates

Fund Source	FY	Amount
RM2		\$10,000,000
Federal Funds		\$2,000,000
(Uncommitted)		\$13,000,000
Total:		\$25,000,000

Cost Estimates

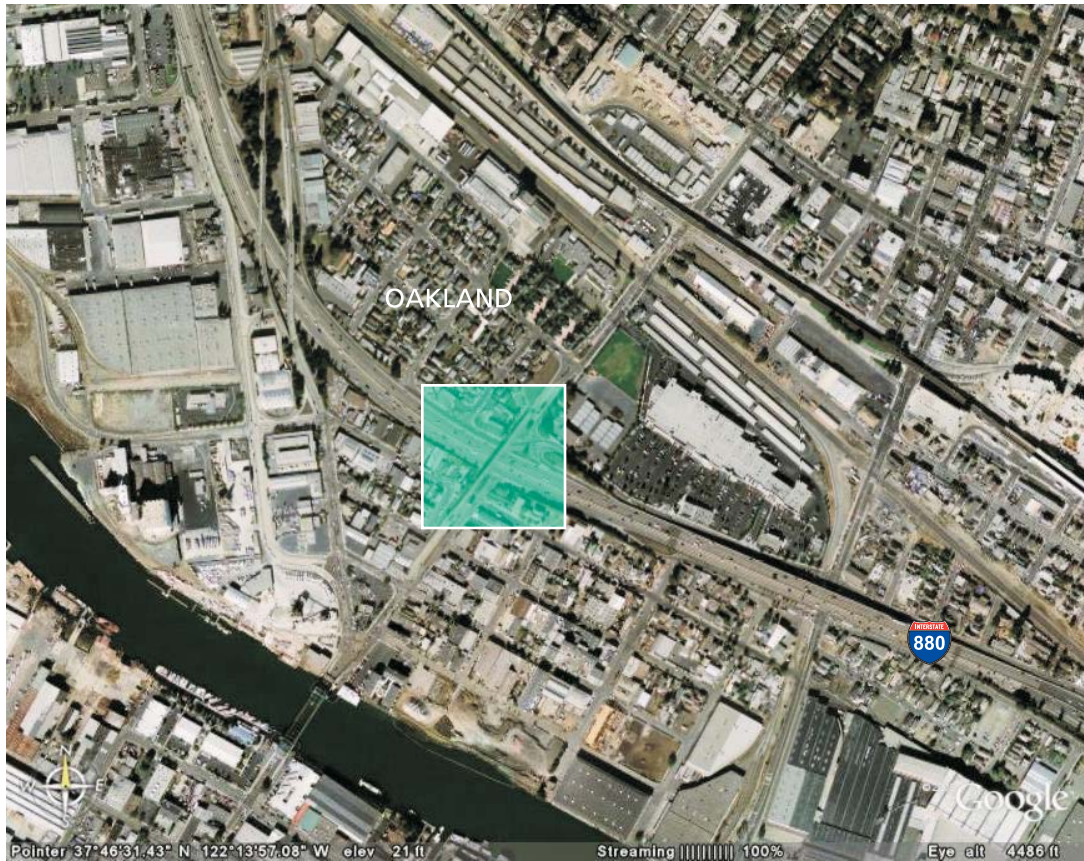
Description	Amount
PA&ED	\$1,000,000
Design	\$2,000,000
R/W	\$1,500,000
Construction	\$19,500,000
Total: \$25,000,000	

Project Schedule

Phase Description	Begin	End	03	04	05	06	07	08	09	10
Preliminary Engineering and Environmental	1/05	6/07								
Design	7/07	6/08								
Right-of-Way	7/07	6/08								
Construction	7/08	6/10								



A-3: I-880 North Safety Improvements

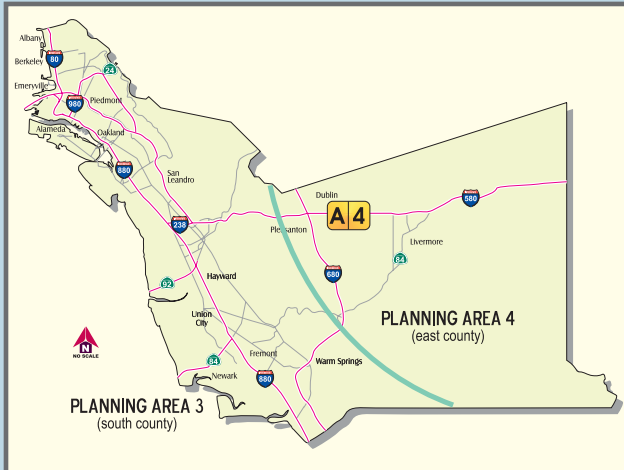


Study area: NB I-880 @ 29th Ave.



Printed 2/1/2006

A-4: I-580 Traffic Management Plan (TMP)



Project Status

A System Engineering and Management Plan (SEMP) is being finalized; the environmental document and final design are nearing completion. The project is anticipated to be advertised for bids Summer 2006. Construction is expected to begin in late Summer 2006.

Project Need/Description

This project will implement a TMP by installing equipment along I-580, I-680, Route 84, and local arterials. This includes ramp metering, traffic monitoring stations, CCTV cameras, Changeable Message Signs, and Highway Advisory Radio broadcasts that will gather and disseminate data to monitor and manage congestion. The short term goal of the TMP project is to provide real-time traffic information to travelers during the construction of the eastbound I-580 HOV lane and other 580 corridor projects, anticipated to begin in 2007. After construction of the I-580 eastbound HOV lane project, most of the equipment will remain in place and will continue to provide traffic and incident information to local jurisdictions and travelers. In addition to the Caltrans, Alameda County installation of monitoring and informational equipment, the various jurisdictions have agreed to participate in a Memorandum of Understanding (MOU) to work cooperatively toward improving the management and operation of the arterials and freeway along the I-580 corridor.

Funding Estimates

Fund Source	FY	Amount
TCRP/RM2	06/07	\$9,500,000
Total:		\$9,500,000

Cost Estimates

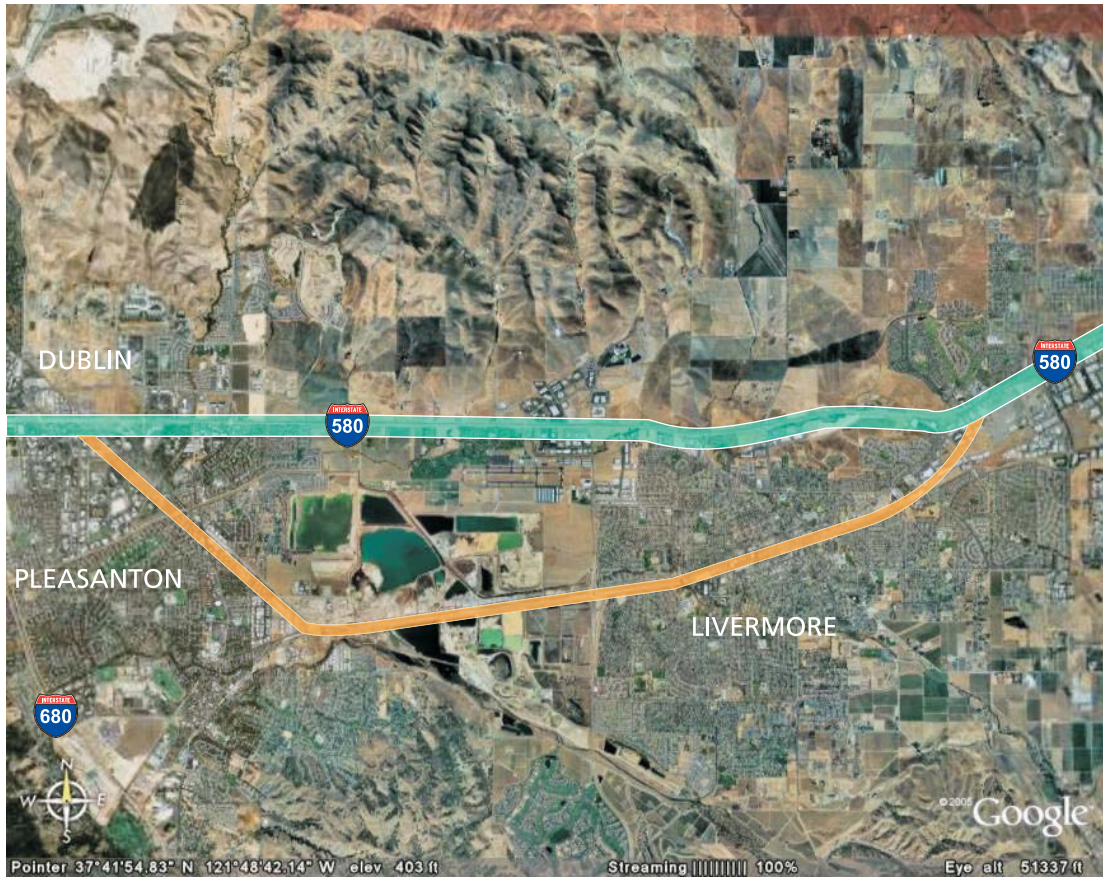
Description	Amount
Planning/Design	\$1,500,000
Construction	\$8,000,000
Total: \$9,500,000	

Project Schedule

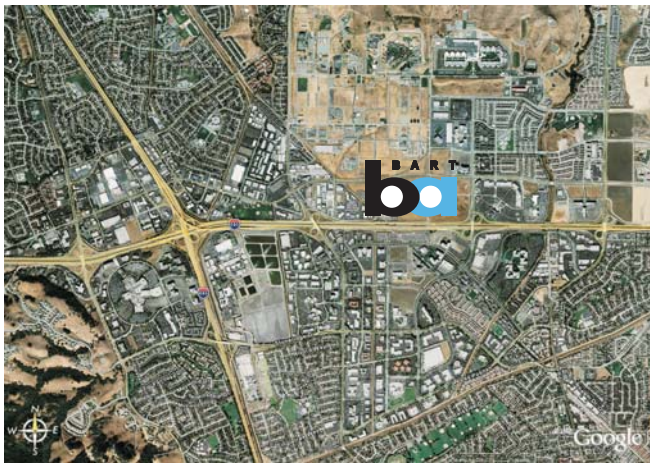
Phase Description	Begin	End	05	06	07
Planning-Scoping	9/05	1/06			
Preliminary Engineering	N/A				
Final Engineering	12/05	6/06			
Construction	8/06	11/06			



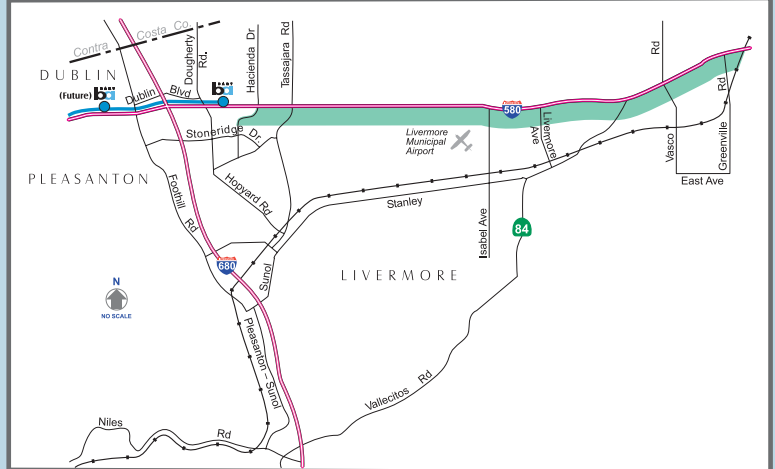
A-4: I-580 Traffic Management Plan (TMP)



I-580 Corridor: Traffic Management Plan



A-5: I-580 Eastbound HOV Project



Project Status

Preparation of an eastbound only environmental document (ND/FONSI), preliminary engineering and at-risk design are currently underway. The CMA is working with Caltrans to combine a SHOPP pavement rehab of all EB lanes within the project limits with this project.

Project Need/Description

Construct eastbound HOV Lane from Hacienda Drive to Greenville Overhead in the Livermore Valley, as well as auxiliary lanes and associated roadway improvements.

Expenditure Plan Description

TCRP funds will be used (as available) to complete the PA&ED and Design phases. Construction will be funded by a combination of TCRP/STIP/ACTIA/RM2. Should TCRP funding be unavailable, work will proceed and supplemented by additional corridor funds from RM2.

Funding Estimates

Fund Source	FY	Amount
TCRP	2000	\$8,500,000
STIP	2006	\$26,000,000
RM2	2004	\$25,000,000
Fed Demo	2007	\$15,600,000
Total:		\$75,100,000

Cost Estimates

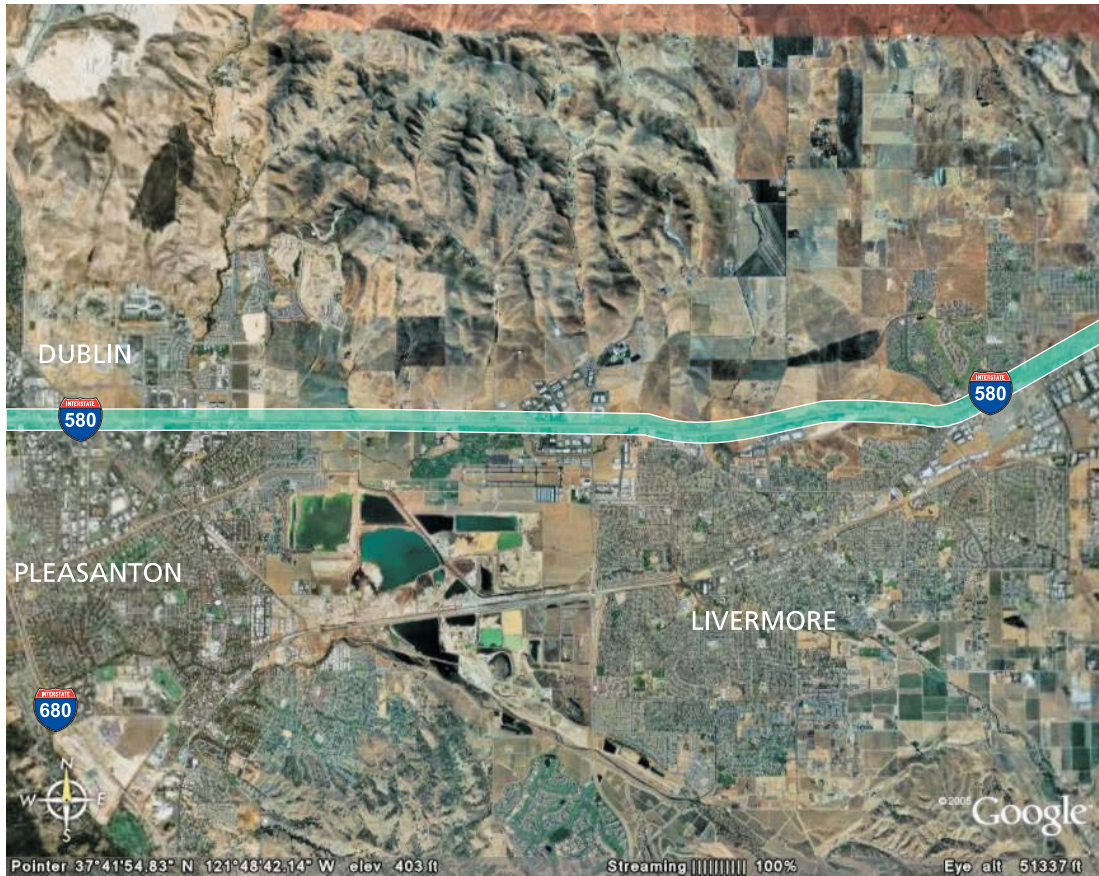
Description	Amount
PA&ED	\$7,100,000
Design	\$6,000,000
Construction	\$56,000,000
Construction Support	\$6,000,000
Total: \$75,100,000	

Project Schedule

Phase Description	Begin	End	01	02	03	04	05	06	07	08	09
Planning/Scoping	1/00	6/01									
Preliminary Engineering and Environmental	8/01	8/06									
Final Engineering/Plans, Specifications	3/06	6/07									
Construction	7/07	12/09									



A-5: I-580 Eastbound HOV Project

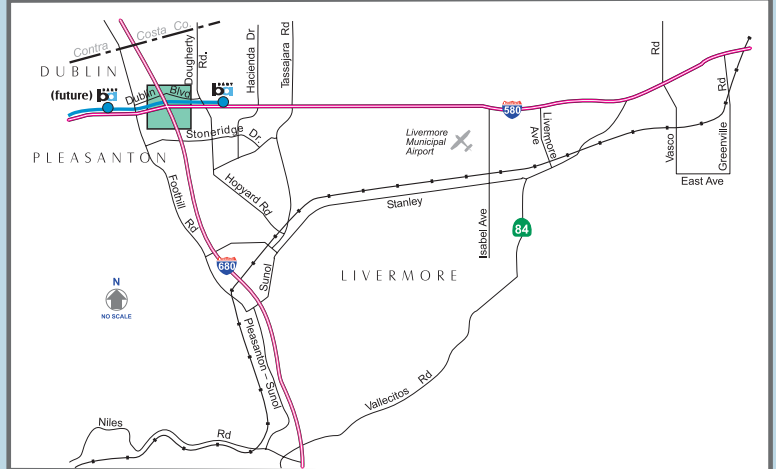


I-580 Tri-Valley Transit/HOV Corridor



The Need

A-6: I-580/680 Interchange Modifications



Project Status

Project is in the scoping phase; a PSR is being prepared by Caltrans District 4 Advance Planning Unit with support from a consultant team provided by the ACCMA, and with active participation from local jurisdictions.

Project Need/Description

Define feasible alternatives for improvements and modifications at the I-580/I-680 interchange in Dublin/Pleasanton with emphasis on HOV direct connector structures from 580 WB to 680 SB, and from 680 NB to 580 EB. The completed scoping document will place the I-580/I-680 modifications at the same level of project readiness as other Tri-Valley projects. This study will include a traffic operation evaluation that will facilitate the eventual development of a combined 580/680 I/C and I-580 WB HOV project.

Expenditure Plan Description

Scoping phase funded by RM2. A project funding plan will be developed after the project is fully scoped.

Funding Estimates

Fund Source	FY	Amount
RM2	2005	\$2,000,000
Total:		\$2,000,000

Cost Estimates

Description	Amount
Scoping Phase (PSR)	\$2,000,000
Total: \$2,000,000	

Project Schedule

Phase Description	Begin	End	01	02	03	04	05	06	07	08
Planning/Scoping	2005	2007								
Preliminary Engineering and Environmental	N/A	N/A								
Final Engineering/Plans, Specs	N/A	N/A								
Construction	N/A	N/A								



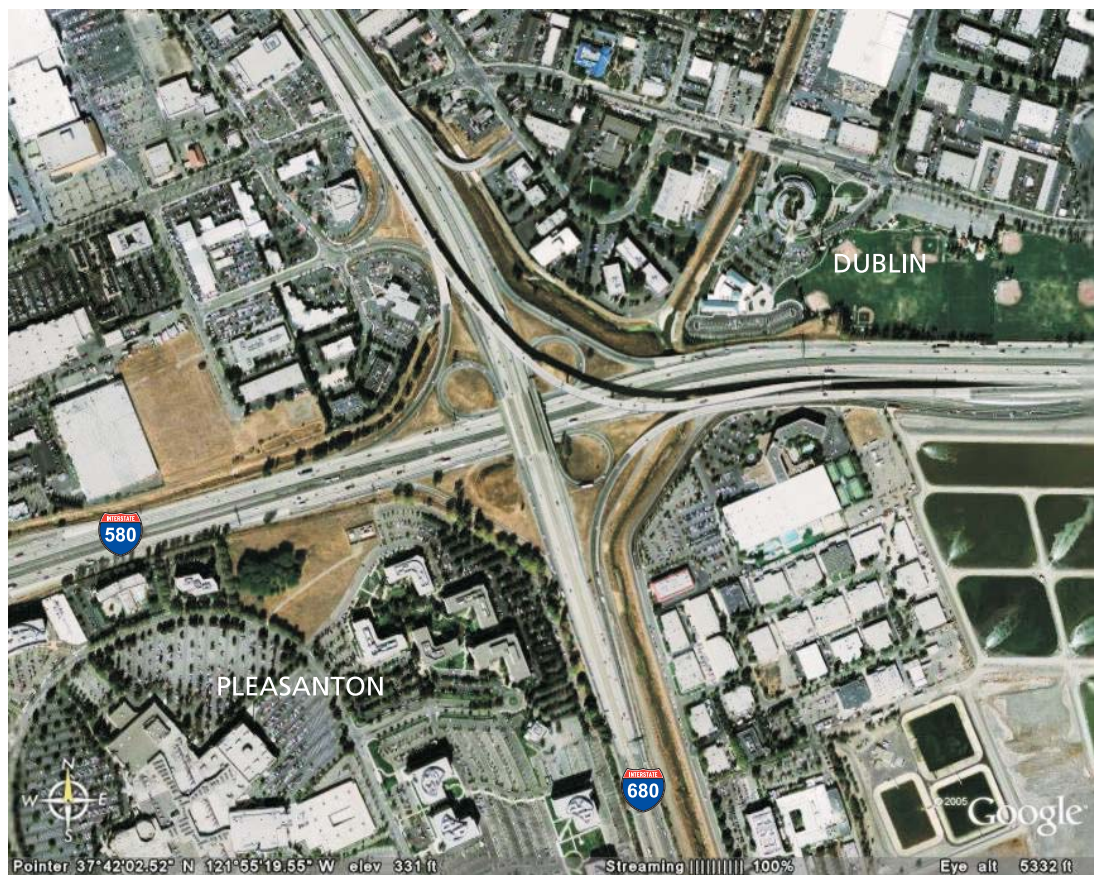
Project Sponsor: ACCMA

Co-Sponsor: Caltrans

Project Manager: Stefan Garcia (510) 836-2560

Contact: Richard Cho (510) 286-5530

A-6: I-580/680 Interchange Modifications



Study Area: I-580/I-680 Interchange



View towards Dublin grade



Existing BART Transit Corridor



[illegible]

The environmental document has been signed by FHWA. The preliminary engineering for the roadway work is nearing completion. The draft Project Study Report/Project Report has been submitted to Caltrans. The comments will be incorporated in the final PSR scheduled to be submitted in early February 2006. The Project Fact Sheet which identifies design exceptions has been reviewed by Caltrans. The Concept of Operations for the electronic toll collection system is complete.

The project will construct improvements to provide SMART Carpool Lane along I-680 from Route 84 to Santa Clara County. The SMART Carpool Lanes would allow carpools to travel free of charge and would charge a toll for low occupancy vehicles to use the excess capacity in the SMART Carpool Lanes. Implementation of the SMART Carpool Lane project is coupled with the Caltrans I-680 High Occupancy Vehicle (HOV) Lane project.

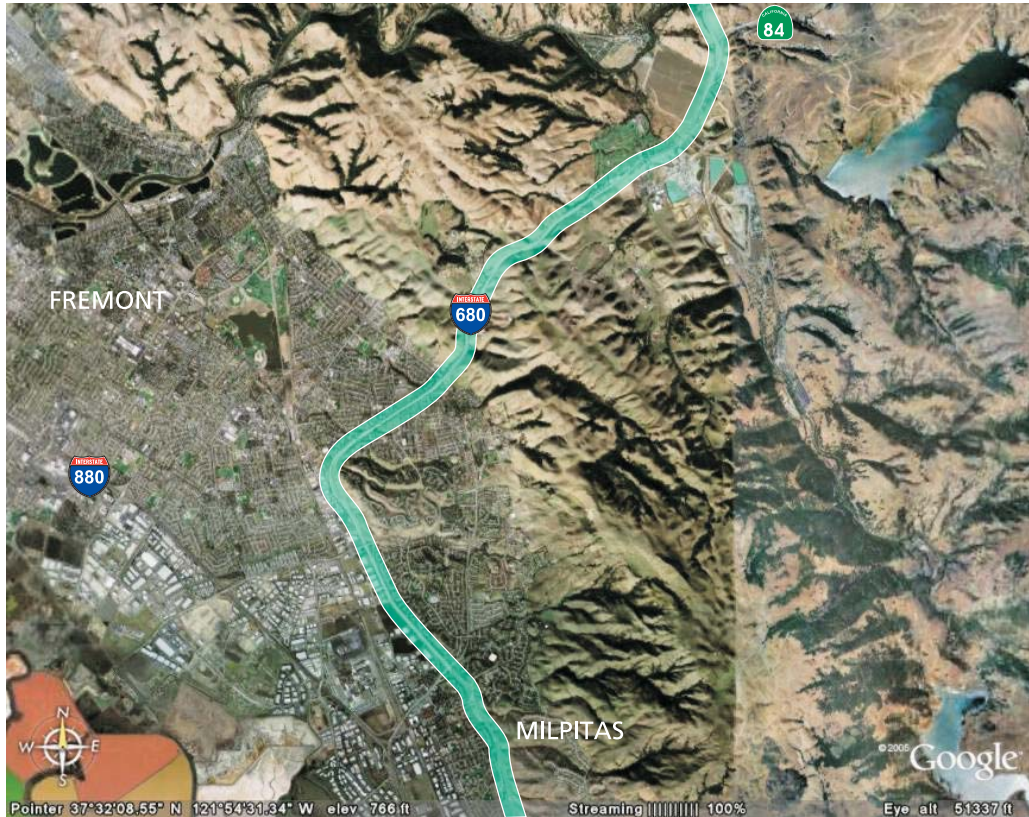
Fund Source	FY	Amount
ACTIA		\$14,000,000
Santa Clara RIP		\$7,300,000
Federal Earmark		\$2,000,000
Federal Grants		\$1,660,000
Future Federal		\$6,340,000
Other Local		\$100,000
Total:		\$31,400,000

Description	Amount
Scope	\$364,000
PE/Environmental/Civil Engineering	\$7,710,000
Construction	\$18,000,000
System Engineering/Integration/ Equipment	\$10,800,000
Total:	\$36,874,000

Phase Description	Begin	End	04	05	06	07	08	09
Planning/Scoping	2/04	6/05						
Preliminary Engineering and Environmental	11/04	3/06						
Final Engineering/Plans, Specifications	3/06	6/07						
Right-of-Way	1/07	6/07						
Construction	12/07	12/09						



A-7: I-680 HOT Lane

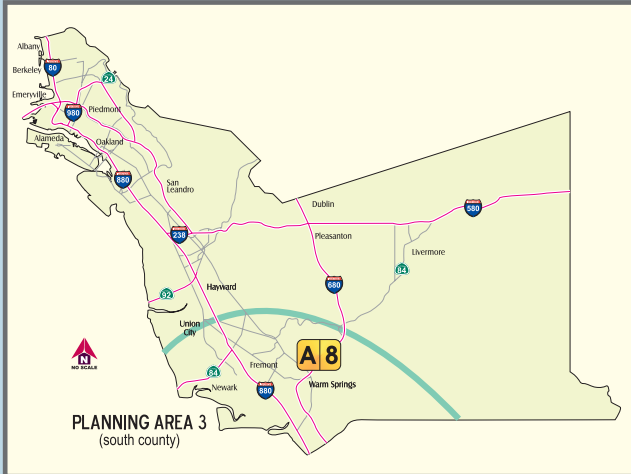


I-680 Sunol-Fremont Grade



Printed 2/1/2006

A-8: I-680 Soundwalls



Project Status

Project Construction is underway and scheduled to be completed in February 2006.

Project Need/Description

This project consists of constructing 10-foot to 16-foot soundwalls along the I-680 corridor within Fremont and Milpitas city limits. This project is one of the components of the overall I-680 Corridor Improvements. This project includes the construction of twelve (12) masonry-block soundwalls on top of either pile caps or retaining wall on spread footings.

Expenditure Plan Description

This project is being constructed with a combination of federal, state and local funds. Environmental clearance was funded through a corridor environmental document.

Funding Estimates

Fund Source	FY	Amount
STIP		\$10,887,000
Federal Funds		\$2,226,000
Local Funds		\$2,117,000
Total:		\$15,230,000

Cost Estimates

Description	Amount
PS&E	\$1,560,000
Right-of-Way	\$970,000
Construction	\$12,700,000
Total: \$15,230,000	

Project Schedule

Phase Description	Begin	End	00	01	02	03	04	05
Preliminary Engineering and Environmental		9/00						
PS&E	6/01	10/03						
Construction	4/04	10/05						



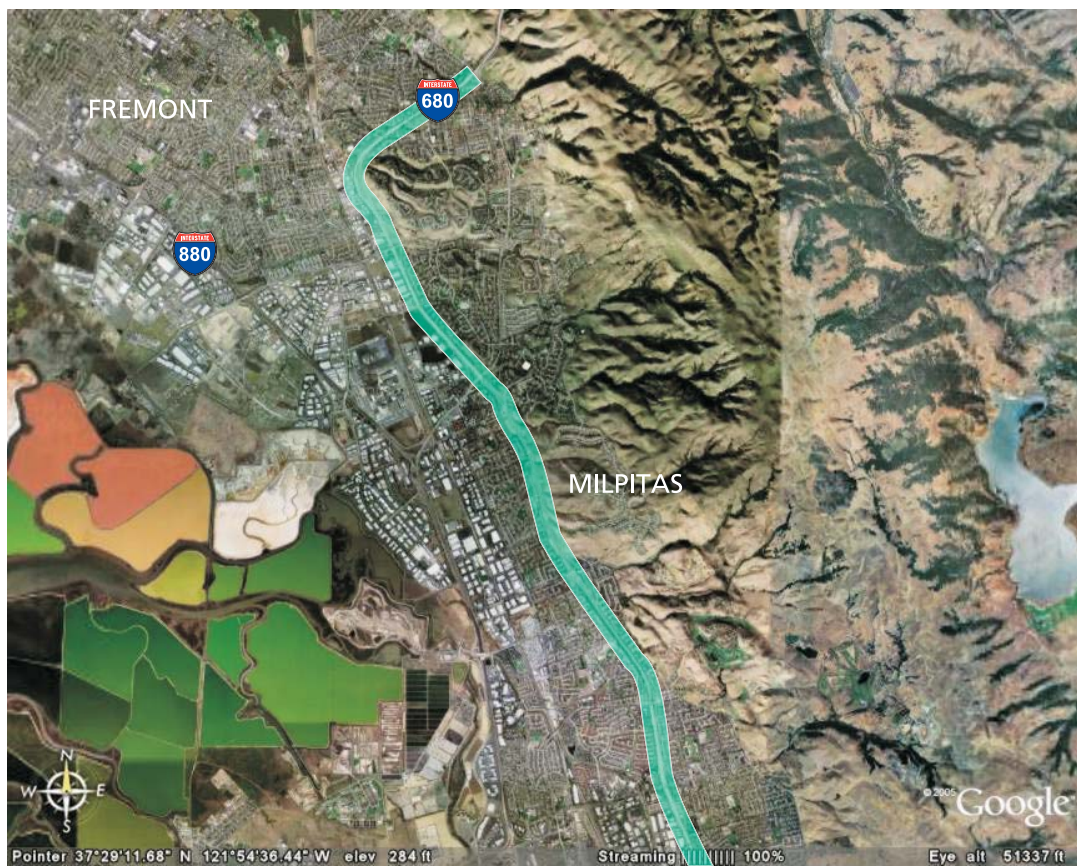
Project Sponsor: **ACCMA**

Co-Sponsor: **Caltrans**

Project Manager: Matt Todd (510) 836-2560

Contact: Emily Landin-Lowe (510) 286-5124

A-8: I-680 Soundwalls



S.W. on barrier



Completed S.W. w/Architectural treatment

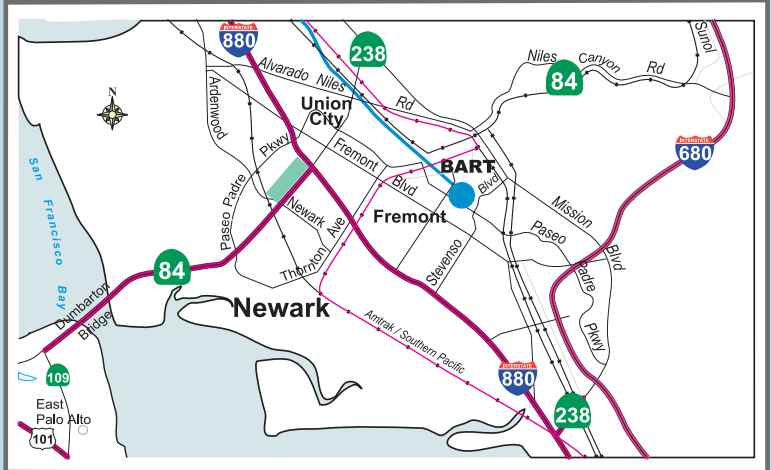
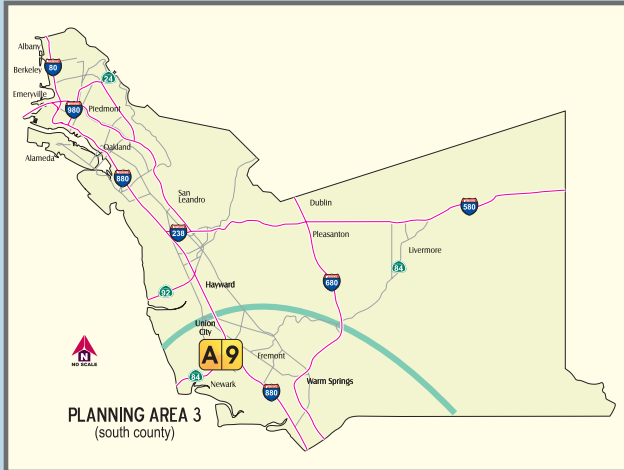


Completed S.W.



Construction in progress

A-9: Rte 84 HOV Lane Extension



Project Status

Environmental documentation was completed in June 2003. Design was completed in late 2005. ACCMA and Caltrans are jointly developing a plan to fund construction.

Project Need/Description

The project will extend the westbound HOV lane on Route 84 from Newark Blvd to I-880. This will be accomplished by widening in the median area, adding a concrete barrier and realigning the freeway. The project will also include modification of the I-880 off-ramp to provide an HOV bypass lane to provide a better connection to the extended HOV lane.

Expenditure Plan Description

Caltrans has STIP funds programmed to the project development phase of the project. ACCMA and Caltrans are coordinating a plan to fund the construction phase of the project

Funding Estimates

Fund Source	FY	Amount
STIP		\$1,800,000
RM2		\$6,000,000
Total:		\$7,800,000

Cost Estimates

Description	Amount
Environmental/PE	\$295,000
PS&E	\$1,330,000
Right-of-Way	\$35,000
Construction	\$6,170,000
Total: \$7,830,000	

Project Schedule

Phase Description	Begin	End	01	02	03	04	05	06	07	08
Preliminary Engineering and Environmental	4/02	6/03								
Final Engineering/Plans, Specifications	10/04	11/05								
Right-of-Way	10/04	9/05								
Construction	4/06	12/07								



A-9: Rte 84 HOV Lane Extension



Limits of proposed SR-84 WB HOV extension



A-10: Rte 84 Ardenwood Park & Ride



Project Status

Project is in the final stages of the PA&ED phase with the ED approved in August 05. Immediately following the approval of the ED (CE), the MTC approved additional allocation to fund the ROW and Design phases. The CMA released a request for proposal for design services in December 2005. The preliminary layout for the project is being refined based on discussions with the City of Fremont and the property owner.

Project Need/Description

This project will provide an additional 100 parking stalls for commuters to relieve overflow at the existing park-and-ride lot and promote the use of AC Transit's Transbay transit services. The project will acquire ROW and expand the a Park & Ride commuter lot at the NW quadrant of SR-84/ Ardenwood Blvd. interchange. The new lot will be adjacent to, and is anticipated to be connected with, an existing Park & Ride lot owned by Caltrans. The intent of the final project is to consolidate both lots into one unified lot, to be owned, operated and maintained by AC Transit.

Expenditure Plan Description

Project is fully funded by RM2.

Funding Estimates

Fund Source	FY	Amount
RM2	2005	\$120,000
RM2	2006	\$1,520,000
RM2	2007	\$1,460,000
Total:		\$3,100,000

Cost Estimates

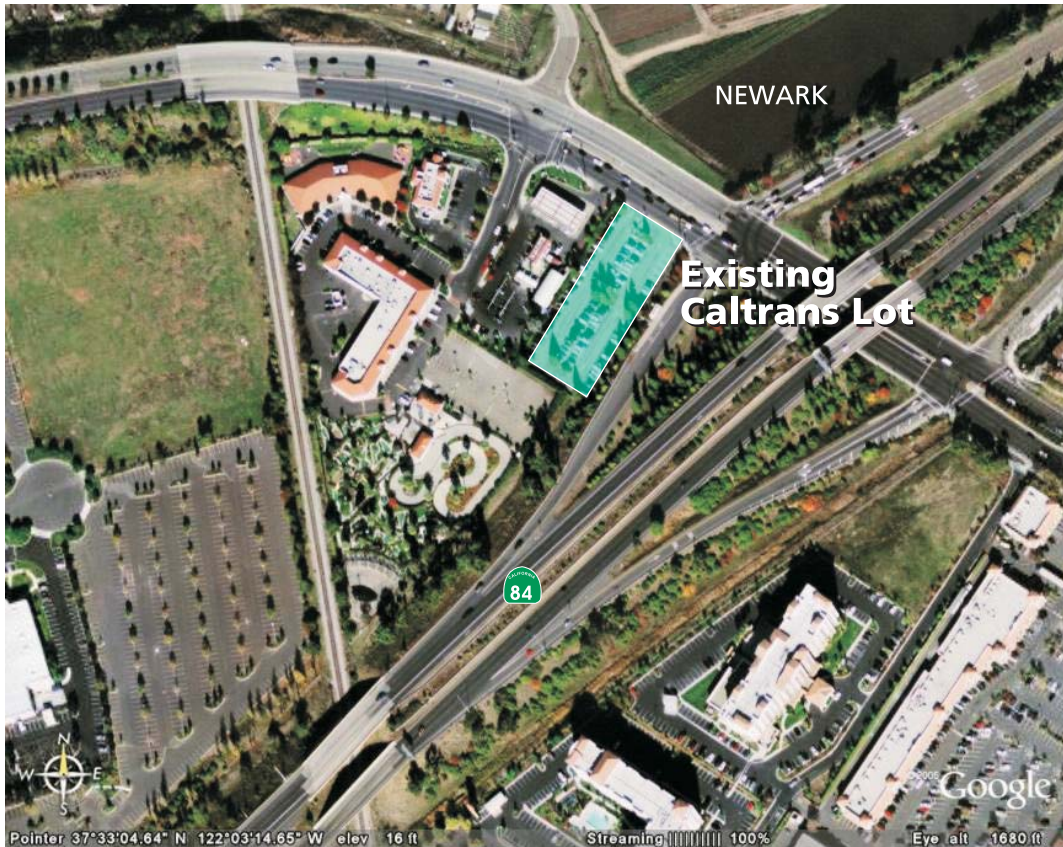
Description	Amount
PA&ED	\$150,000
Design	\$290,000
Right-of-Way	\$1,200,000
Construction	\$1,460,000
Total: \$3,100,000	

Project Schedule

Phase Description	Begin	End	04	05	06	07
Preliminary Engineering and Environmental	1/05	10/05				
Final Engineering/Plans, Specifications	11/05	8/06				
Right-of-Way	11/05	8/06				
Construction	10/06	6/07				



A-10: Rte 84 Ardenwood Park & Ride



Project site @ NW quadrant of SR 84/Ardenwood



A-11: International/Telegraph Rapid Bus Corridor



Project Status

Construction contracts for 34th Ave., Telegraph Ave., Broadway, and International Blvd. have been awarded. Construction is ongoing or complete for all contracts.

34th	complete
Broadway	90% complete
Telegraph	35% complete
E. 14th	20% complete

Project Need/Description

The International-Telegraph corridor is approximately 20 miles long. It starts at the UC Berkeley campus, runs south on Telegraph, then to Broadway in Oakland and onto International/E.14th, and ends at Bay Fair Mall/BART in San Leandro. The corridor is the latest project within the SMART Corridors Program, and is a continuation of the successful collaboration between ACCMA, AC Transit, and local agencies implementing Rapid Bus lines along major transit corridors. The project will add SMART Corridors components and transit signal priority (TSP) as well as traffic signal modifications for AC Transit's new Rapid Bus line along the corridor.

Expenditure Plan Description

The majority of funding for the INTEL project is provided by RM2 and Measure B funds, with AC Transit as the sponsor. AC Transit is also providing a small amount of federal funding for the project. In addition to the funding from AC Transit, ACCMA is providing CMA TIP funds as well as funding through several TFCA grants. Because the project includes federal funding, all procurement and contracting has been done following federal guidelines. Funding through AC Transit will primarily pay for Rapid Bus enhancements, while CMA TIP will fund Corridor enhancements, and TFCA will provide TSP hardware.

Funding Estimates

Fund Source	FY	Amount
AC Transit (Local)	04-06	\$13,679,000
AC Transit (Fed/ Fed FTA)	04-06	\$700,000
CMA TIP	04-06	\$4,500,000
TFCA	04-06	\$1,395,000
Total:		\$20,274,000

Cost Estimates

Description	Amount
Design	\$2,900,000
Construction & Construction	\$17,274,000
Support	
Total: \$20,274,000	

Project Schedule

Phase Description	Begin	End	04	05	06
Planning/Scoping	11/04	1/05			
Preliminary Engineering and Environmental	1/05	6/05			
Final Engineering/Plans, Specifications	3/05	8/05			
Construction	7/05	12/06			



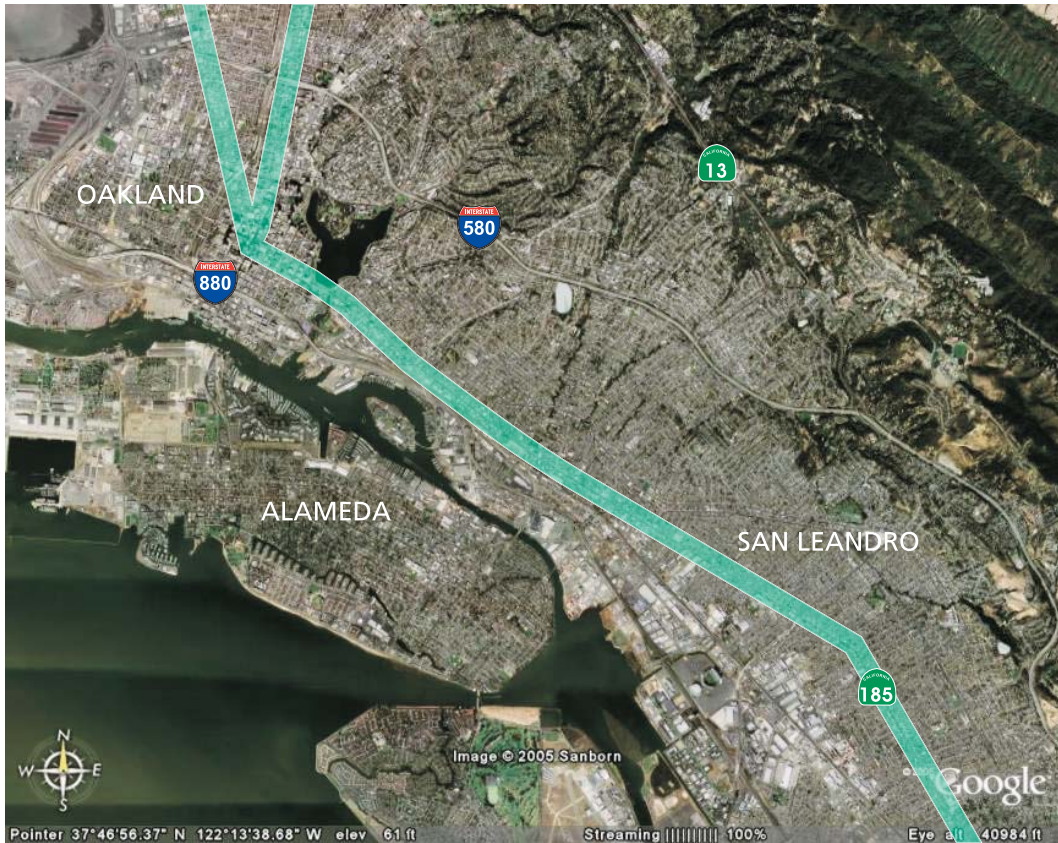
Project Sponsor: ACCMA

Project Manager: Cyrus Minoofar (510) 836-2560

Co-Sponsor: AC Transit

Contact: Jon Twichell (510) 891-4801

A-11: International/Telegraph Rapid Bus Corridor



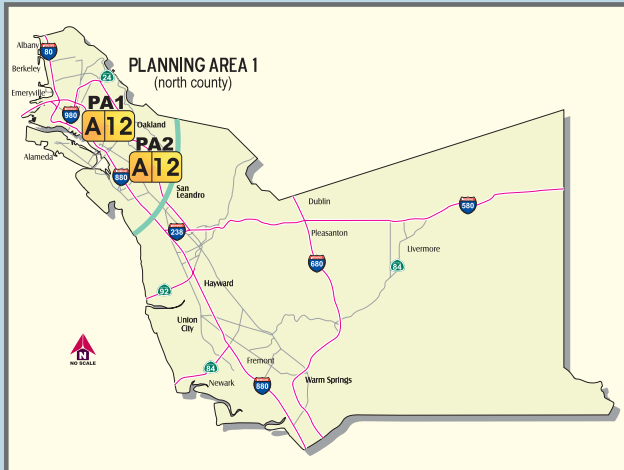
Alameda County, East Bay SMART Corridor



One of AC's new fleet operating in the corridor.

Printed 2/1/2006

A-12: Misc. Soundwalls Construction



Project Status

I-580 (PA1): Oakland: 14th to Ardley Ave: CMA Board approved CMA TIP funds for the project design in November 2005. Design RFP is scheduled to be released in January 2006.

I-580 (PA2): San Leandro: Estudillo to 141st Ave: CMA Board approved CMA TIP funds for the project design in November 2005. Design RFP is scheduled to be released in January 2006.

Project Need/Description

I-580 (PA1): Oakland: 14th to Ardley Ave: It is proposed to construct a two segment sound wall in this area.

I-580 (PA2): San Leandro: Estudillo to 141st Ave: It is proposed to construct up to ten sound walls at various locations in this area.

Funding Estimates

Fund Source	FY	Amount
STIP		\$8,300,000
CMA TIP		\$1,000,000
Unfunded		TBD
		Total: TBD

Cost Estimates

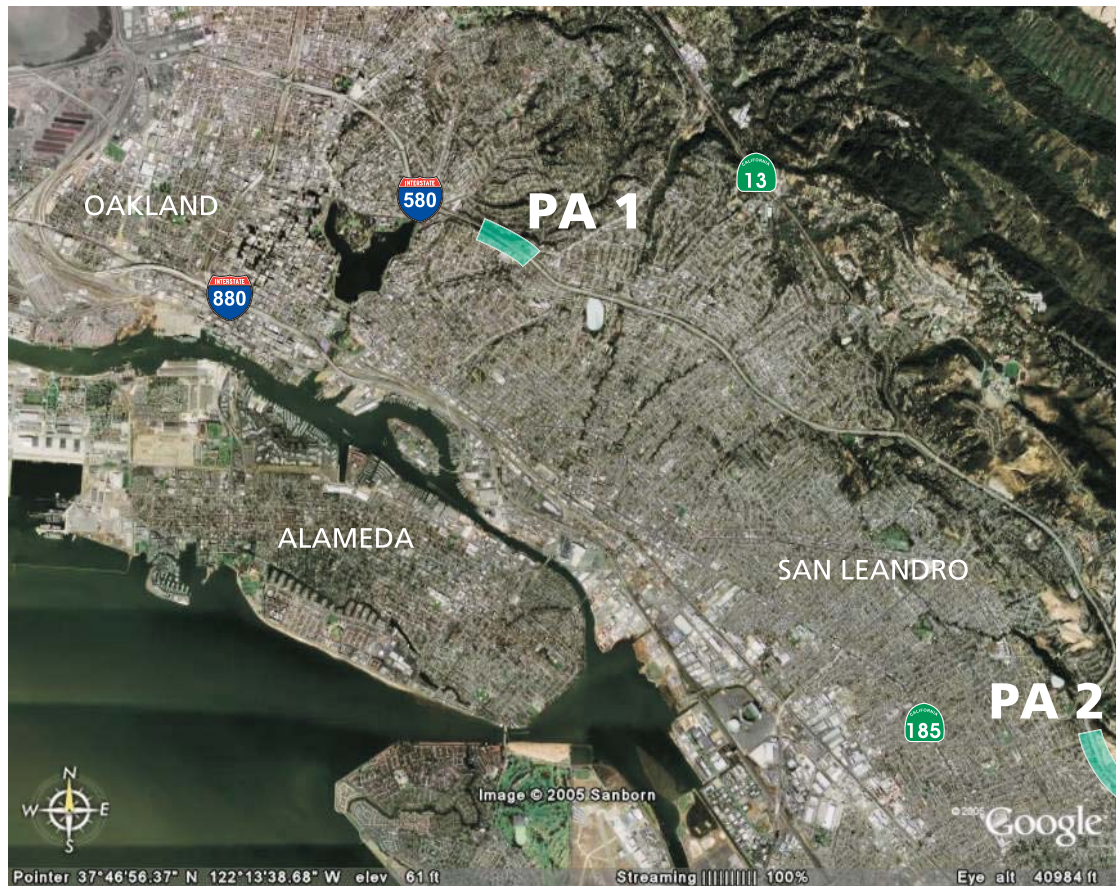
Description	Amount
Environmental	TBD
PS&E	TBD
ROW	TBD
Construction	TBD
Total: TBD	

Project Schedule

Phase Description	Begin	End	06	07	08
PS&E					
Oakland - 14th to Ardley Ave	1/06	9/07			
San Leandro - Estudillo to 141 st Ave.	1/06	6/07			
ROW					
Oakland - 14th to Ardley Ave	TBD				
San Leandro - Estudillo to 141 st Ave.	1/06	6/07			
Construction					
Oakland - 14th to Ardley Ave	TBD				
San Leandro - Estudillo to 141 st Ave.	9/07	12/08			



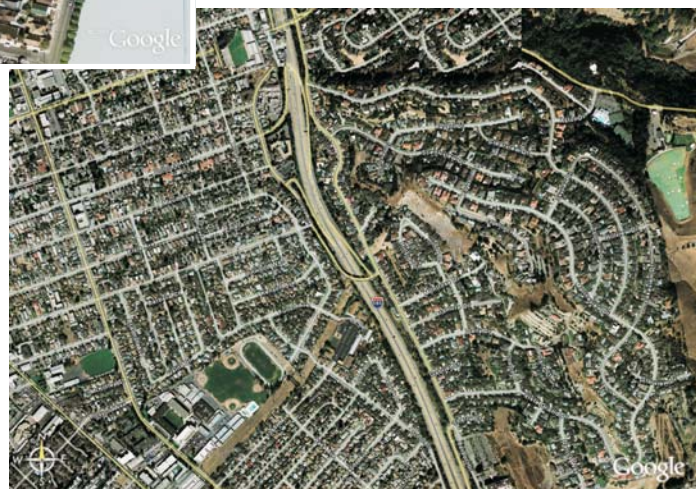
A-12: Misc. Soundwalls Construction



Project Area

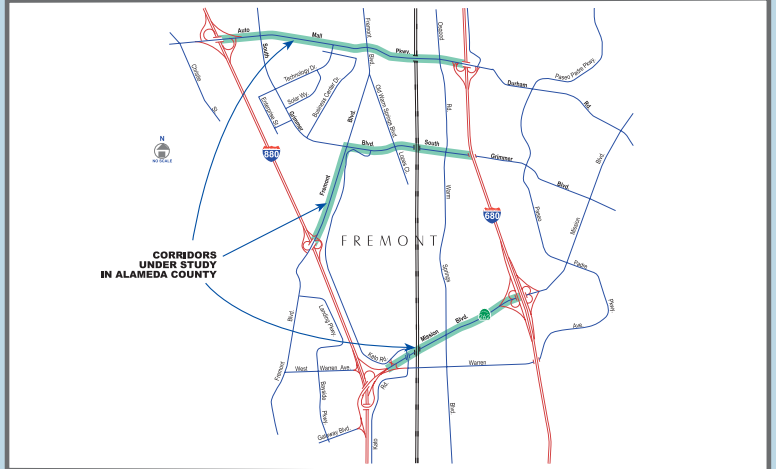


P 1



P 2

A-13: I-680/880 Cross Connector PSR



Project Status

The Alameda County Transportation Improvement Authority (ACTIA) funded a study jointly with the Santa Clara County Valley Transportation Authority (VTA) to study alternatives for the I-680/880 Cross Connector. The Study, approved in mid 2005 identified three corridors in Alameda County as candidates for further Study. The ACCMA has agreed to be the project sponsor for the next phase, developing a PSR for alternatives along Fremont Grimmer Corridor as described in the study.

Project Need/Description

The project involves developing a cross connector between I-680 and I-880 in southern Alameda County along a corridor consisting of Fremont Boulevard and Grimmer Boulevard. An at grade and an elevated facility will be further evaluated in the Project Study Report (PSR) phase of the project. The ACCMA proposes to build upon the I-680/I-880 Cross Connector Study completed in May 2005 in order to complete the PSR stage of project development.

Funding Estimates

Fund Source	FY	Amount
ACTIA		\$750,000
Total:		\$750,000

Cost Estimates

Description	Amount
PSR	\$750,000
Total: \$750,000	

Project Schedule

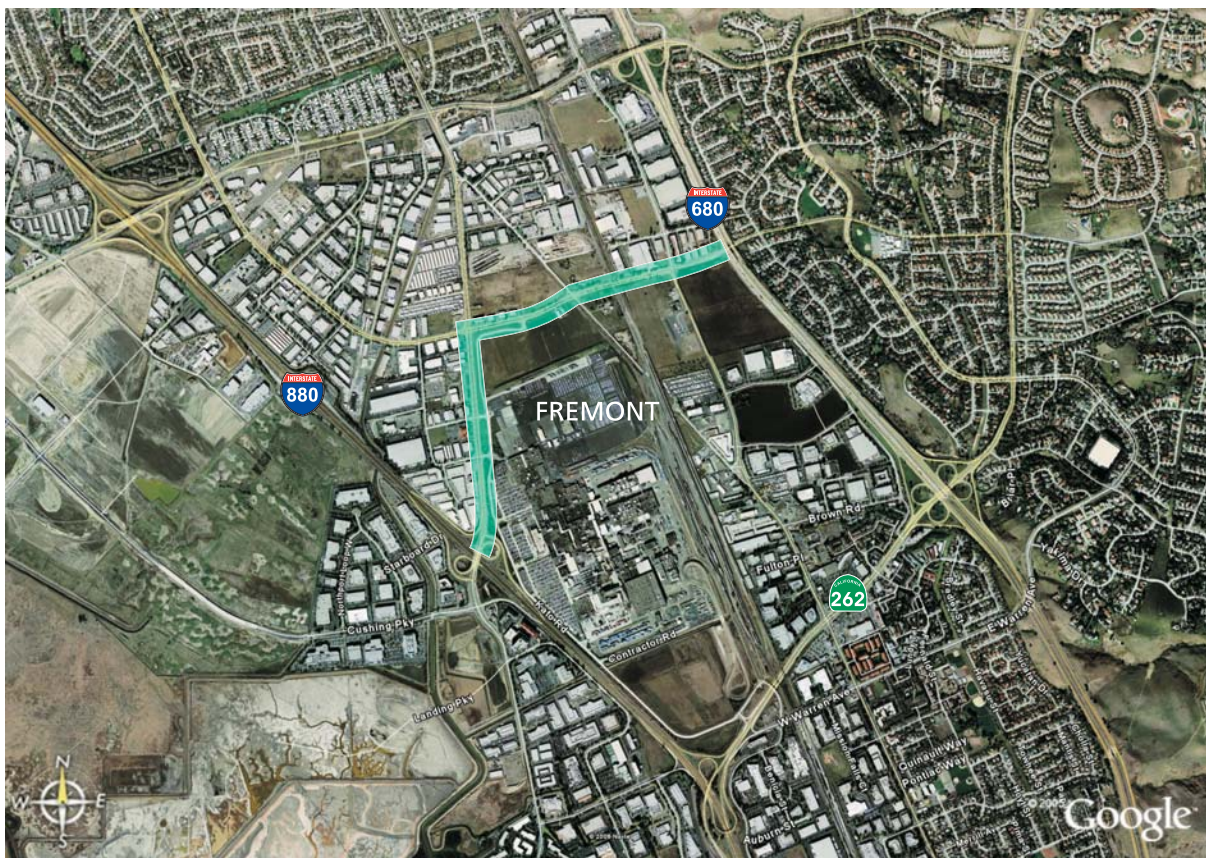
Phase Description	Begin	End	07	05	06	07	08	09
PSR	1/07	5/07						

FY 05/06 2nd QuarterProject Sponsor: **ACCMA**Co-Sponsor: **Caltrans, SCVTA, ACTIA**

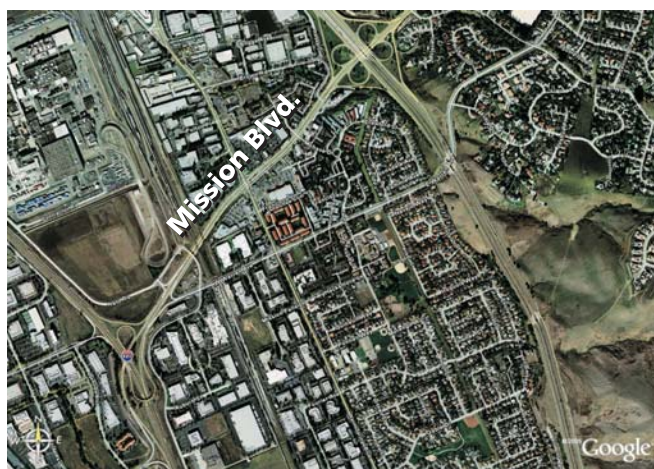
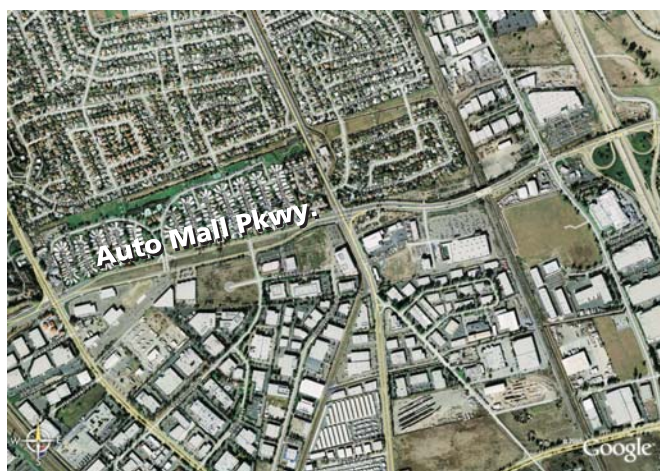
Project Manager: Matt Todd

Contact: Emily Landin-Lowe; John Ristow; Arthur Dao

A-13: I-680/880 Cross Connector PSR



Study Area



CMA Study Corridor

Other Projects Group 2



B-1: I-880/Broadway-Jackson Interchange



Project Status

Caltrans prepared a PSR/PR and obtained environmental approval for a number of improvements. The cities of Alameda and Oakland are undertaking an additional feasibility study to identify alternate and/or additional improvements. The feasibility study started in 2004 and is expected to be complete in early 2006. A number of stakeholders working group meetings were held. A conceptual solution that includes a number of independent elements acceptable to the stakeholders is being finalized.

Project Need/Description

The City of Alameda is pursuing improved connection between I-880 and the Webster-Posey tubes. Caltrans has previously identified improvements. The City is evaluating additional/alternative project elements including: modification of 5th Street to provide better connection between the Posey Tube and I-880, re-configuring of 6th Street, relocation of the I-880 NB Broadway off-ramps, new I-880 SB off ramp at Martin Luther King Way, elimination of the Jackson St/Broadway braided ramp and ITS improvements etc.

Funding Estimates

Fund Source	FY	Amount
ACTIA	05/06	\$7,320,000
STIP-RIP	04/05	\$6,200,000 *
STIP (future)	TBD	\$17,200,000
Total:		\$30,720,000

* \$3.6M had been expended by the Caltrans PA/ED work

Cost Estimates-to be developed upon completion of scoping study

Description	Amount

Project Schedule

Phase Description	Begin	End	03	04	05	06
Scope	1/03	3/06				
PE/Environmental	TBD					
Design	TBD					
Right-of-Way	TBD					
Construction	TBD					



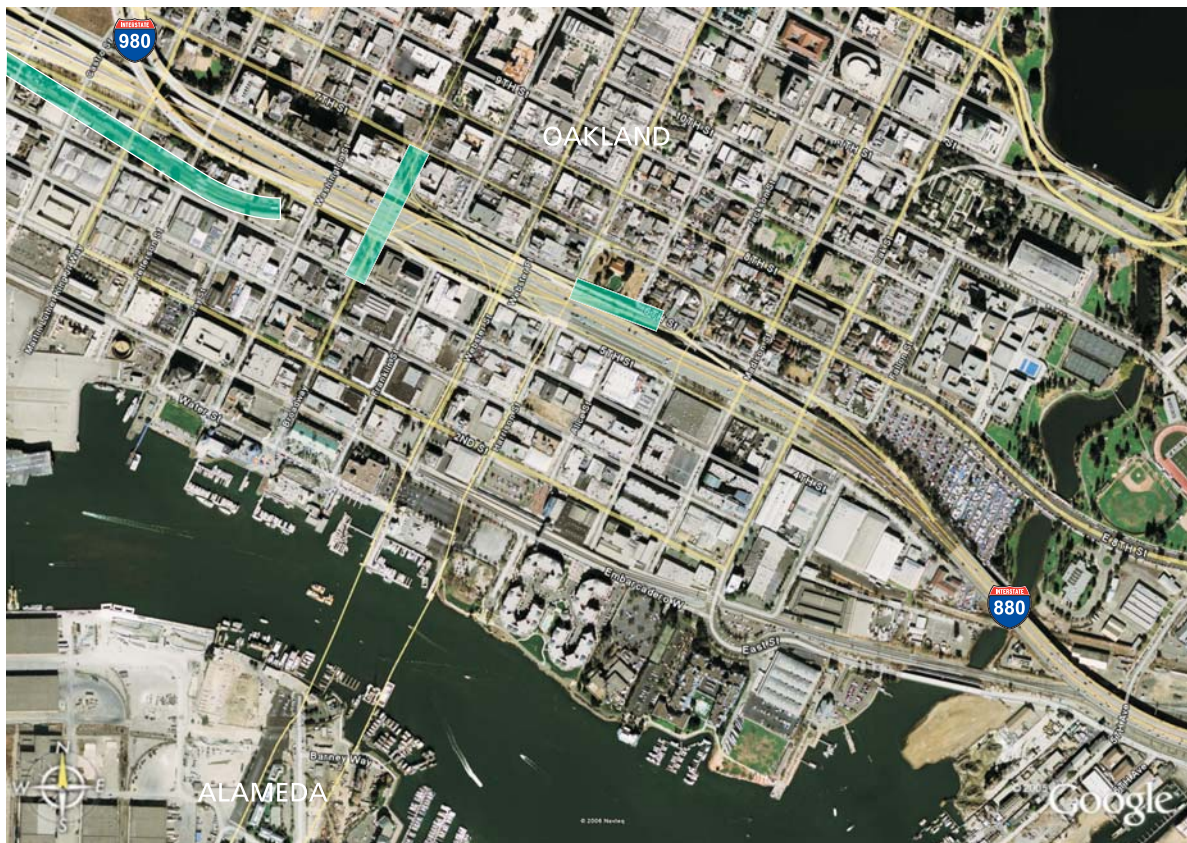
Project Sponsor: City of Alameda

Co-Sponsor: City of Oakland, ACTIA, Caltrans

Project Manager: Barbara Hawkins

Contact: Natalie Fay, Arthur Dao, Stan Gee

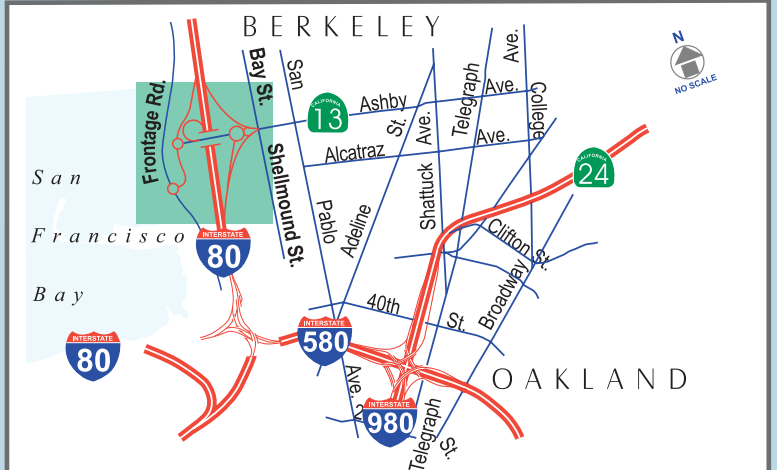
B-1: I-880/Broadway-Jackson Interchange



Proposed Study Area



B-2: I-80/Ashby-Shellmound Interchange



Project Status

A consultant is currently preparing a supplemental PSR that identifies a roundabout alternative. When the PSR is completed in mid 2006, an environmental document/Project Report will be prepared if funding is available.

Project Need/Description

The project will provide congestion relief for local roadways by modifying the I-80/Ashby-Shellmound Interchange and the local roadway network in the area. Caltrans had previously approved a PSR but the City of Emeryville would want to explore additional alternatives. The current roundabout alternative will modify freeway ramps and reconfigure the local roadway network by utilizing roundabouts. There will also be a Class 1 Bicycle-Pedestrian path that connects the Shellmound area to the shoreline.

Funding Estimates

Fund Source	FY	Amount
The project will be funded with a combination of State and Local funds; split to be determined.		

Cost Estimates

Description	Amount
Supplemental PSR	\$250,000
PA/ED*	\$520,000
PS&E	\$2,400,000
Construction Admin	\$2,400,000
Construction (24 months)	\$24,000,000
Total:	\$29,570,000

Estimated Construction cost includes Right-of-Way contingency of \$1 million.

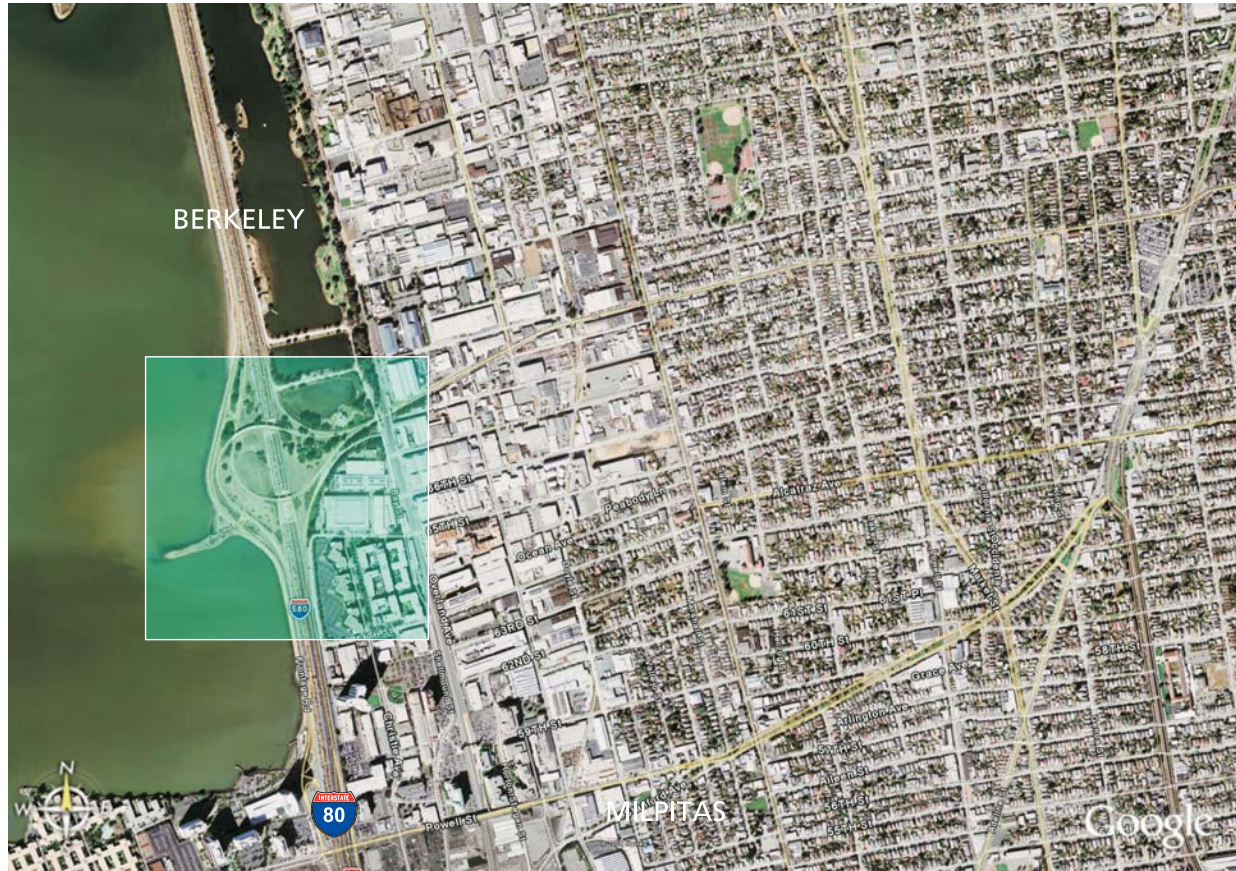
Project Schedule

Phase Description	Begin	End	05	06	07	08	09	10
Supplemental PSR	2/05	4/06						
PA/ED*	5/05	4/07						
PS&E*	1/07	1/08						
Construction Admin*	7/08	7/10						
Construction (24 months)*	7/08	7/10						

* assumes that funding is available



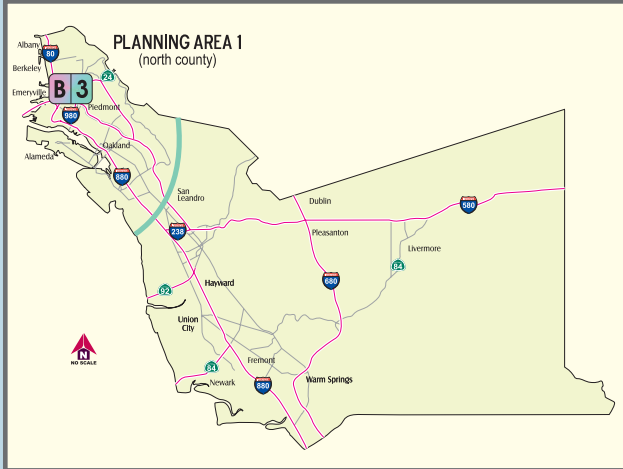
B-2: I-80/Ashby-Shellmound Interchange



Study Area



B-3: San Pablo Roadway Rehab



Project Status

The project is currently under construction and is expected to be completed in fall 2006.

Project Need/Description

The project provides for the rehabilitation of San Pablo Avenue (SR 123) from Route 580 to the Contra Costa County line. Work includes pavement rehabilitation, sidewalk repair, ADA upgrade, and signal modifications. Traffic cameras installed as part of the SMART corridor project managed by the CMA was also funded by and considered as part of this project.

Funding Estimates

Fund Source	FY	Amount
SHOPP	03/04	\$9,100,000
Total:		\$9,100,000

Cost Estimates

Description	Amount
Project Development	\$1,400,000
Construction	\$7,700,000
Total: \$9,100,000	

Project Schedule

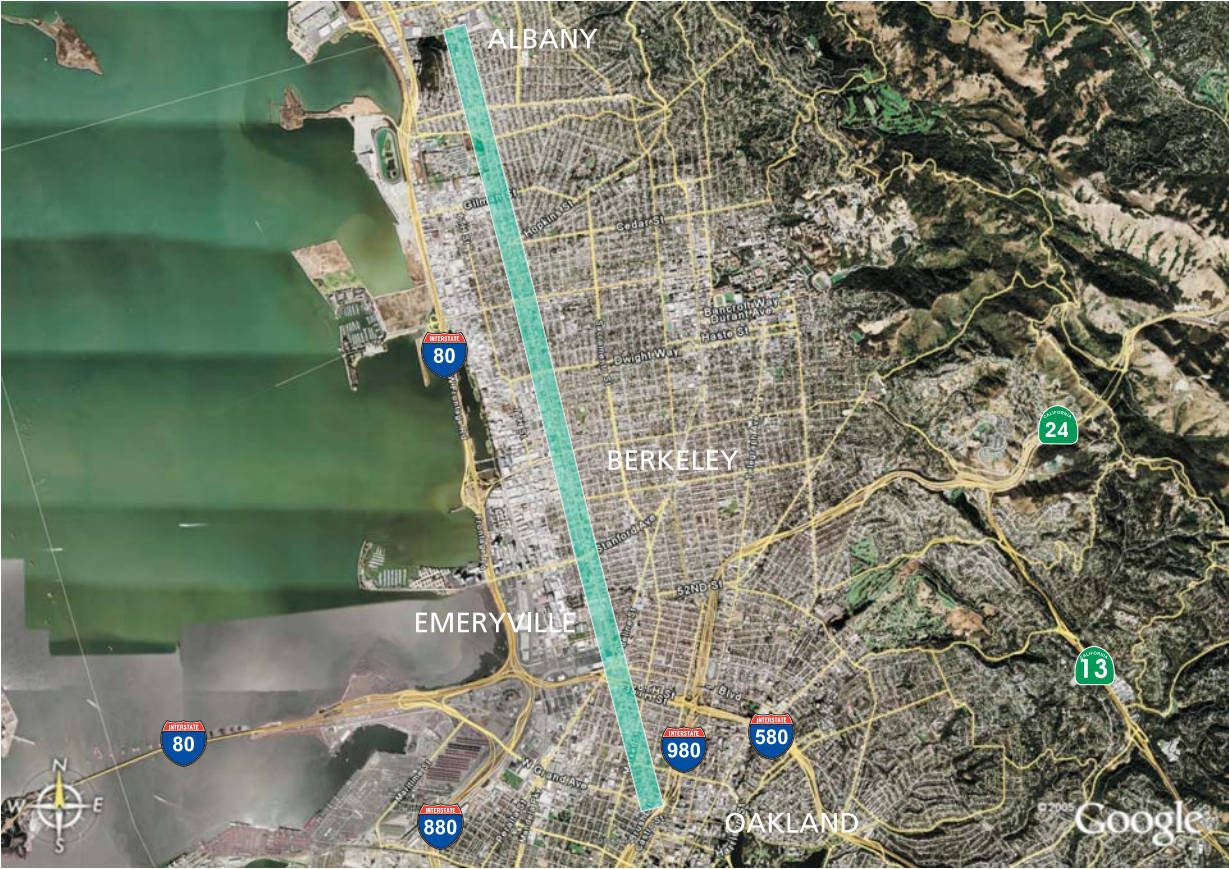
Phase Description	Begin	End	04	05	06	07	08	09
Construction	12/04	10/06						



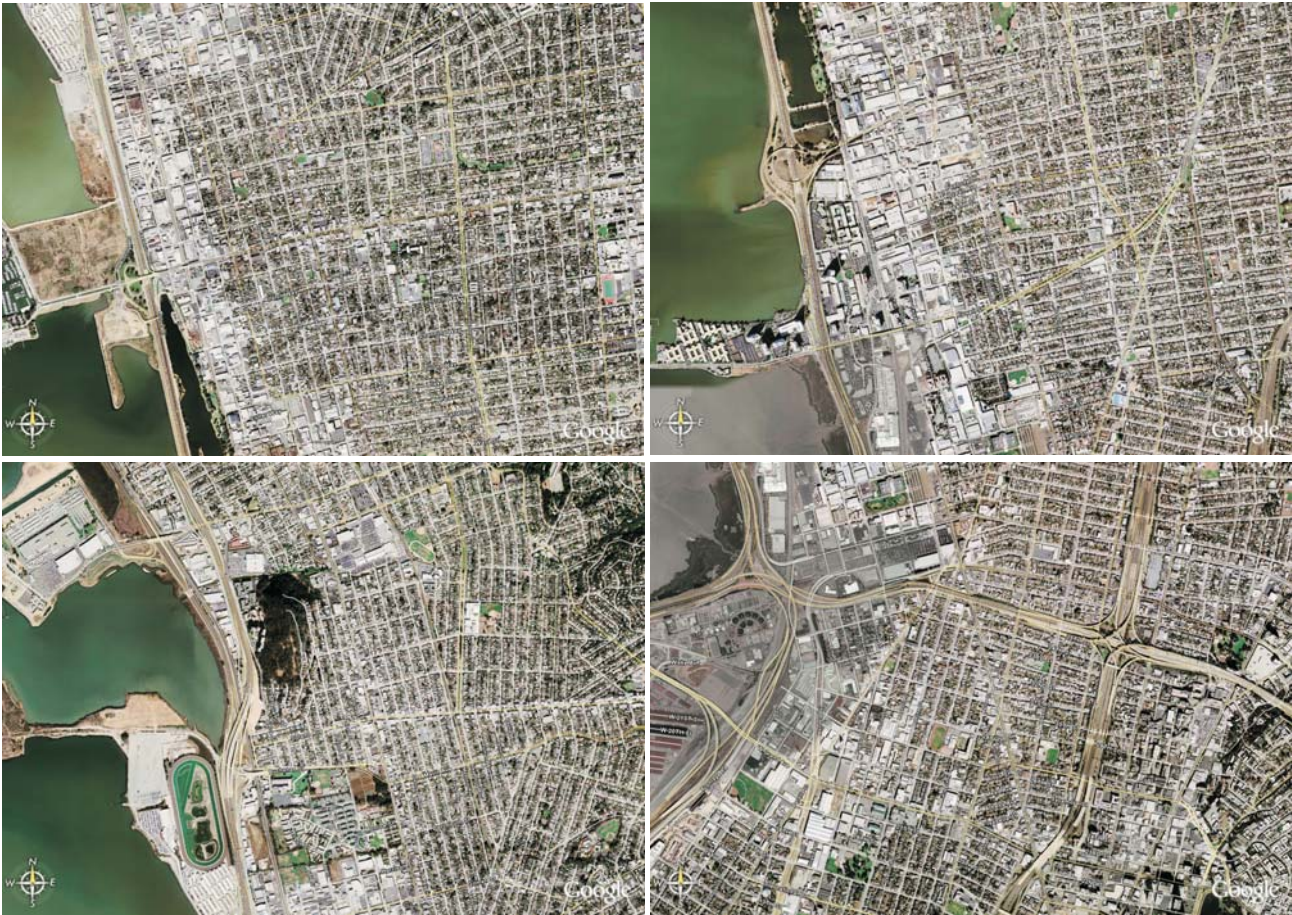
Project Sponsor: Caltrans

Project Manager: Cheryl Nevares

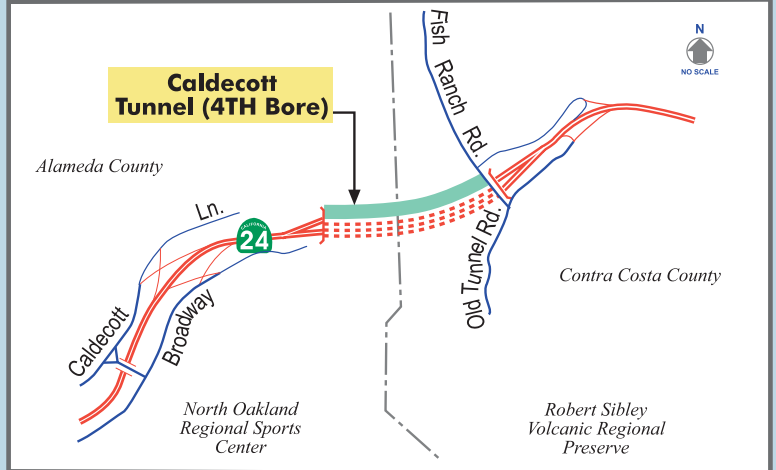
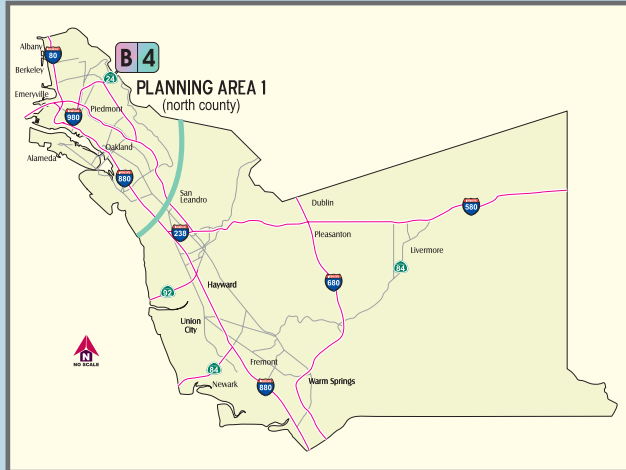
B-3: San Pablo Roadway Rehab



Project Area



B-4: Caldecott Improvement Project (4th Bore)



Project Status

Tunnel geotechnical investigation and preliminary design, as well as cost estimates for the 2- and 3-lane alternatives have been completed. Several technical studies to support the Draft Project Report (DPR) and Draft Environmental Document (DED) have been completed and refinements are being made to some studies in preparation of the release of the DED in May 2006.

Project Need/Description

Construct a fourth bore with two traffic lanes to match the through-lane capacity on both sides of the tunnel, and thereby significantly reduce delays and improve the predictability of travel in the non-peak direction. Final project will be subject to compliance with the California Environmental Quality Act (CEQA).

Funding Estimates

Fund Source	FY	Amount
TCRP		\$20,000,000
ITIP		\$18,000,000
RM2		\$50,000,000
RIP		\$31,000,000
Measure J		\$125,000,000
SAFETEA		\$1,600,000
TBD		\$144,400,000
Total:		\$390,000,000

Cost Estimates (for a 2-lane tunnel)

Description	Amount
Environmental/PA&D	\$18,000,000
PS&E	\$23,000,000*
Right-of-Way	\$1,000,000
Construction/Operating	\$346,000,000
Total: \$390,000,000	

* this estimate to be confirmed based on a bottoms-up approach, to be finalized by mid-February

Project Schedule

Phase Description	Begin	End	02	03	04	05	06	07	08	09	10	11	12
Environmental/PA&ED	12/02	11/06											
PS&E	1/06	12/08											
Right-of-Way	1/07	12/08											
Construction/Operating	1/09	12/12											



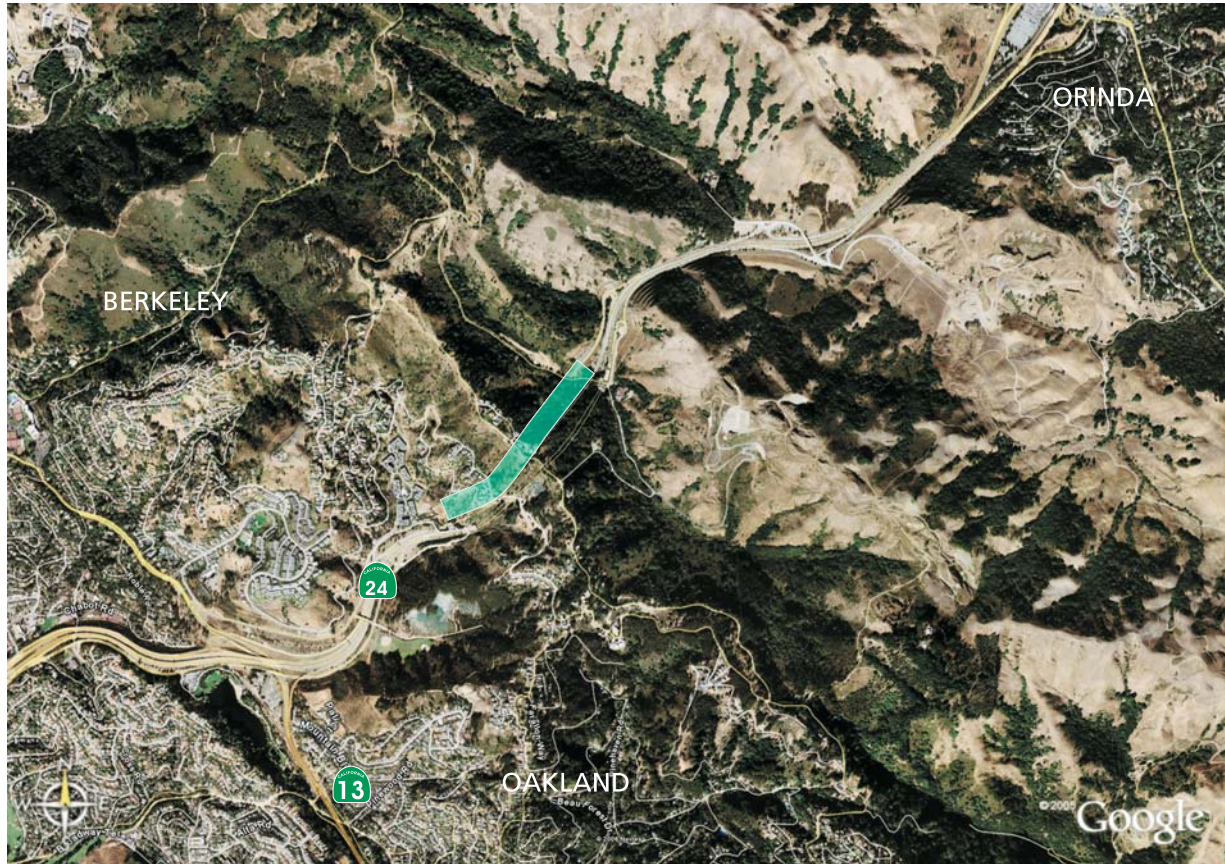
Project Sponsor: Caltrans

Project Manager: Cristina Ferraz

Co-Sponsor: CCTA

Contact: Paul Maxwell (925) 407-0128

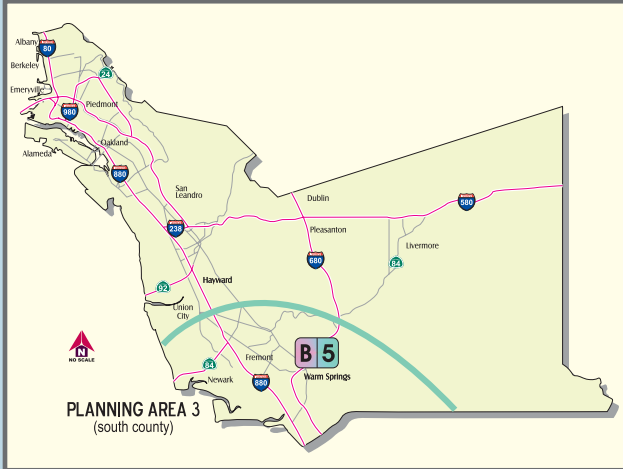
B-4: Caldecott Improvement Project (4th Bore)



Proposed Study Area



B-5: I-680 NB



Project Status

Caltrans completed the project report and environmental document (ND/FONSI) in June 2005 and a Notice of Determination (NOD) was filed in November 2005. The City of Pleasanton filed a lawsuit contesting the adequacy of the approved environmental document. In particular, it claimed that the document did not fully address potential traffic impacts of the project.

Project Need/Description

The project proposes the construction of a High Occupancy Vehicle (HOV) lane from Route 237 to Route 84, auxiliary lanes, and installation of ramp metering. This is expected to reduce traffic congestion along northbound I-680 from Route 237 in Milpitas to Stoneridge Drive Interchange in Pleasanton. The project will be constructed in phases. Phase 1 of the project will construct a HOV with limited shoulders. The full project will provide for a 4-ft buffer for the HOV lanes and full standard shoulders.

Funding Estimates

Fund Source	FY	Amount
STIP (ITP)		\$33,020,000
RIP		\$50,000,000
TCRP		\$2,000,000
ACTIA		\$17,500,000
Total:		\$102,520,000

Cost Estimates

Description	Amount
PE/Environmental	\$4,000,000
Design	\$6,000,000
ROW	\$500,000
Construction	92,020,000
Total: \$102,520,000	

Project Schedule

Phase Description	Begin	End	04	05	06	07	08	09	10	11	12
Environmental	2004	11/05									
Design	7/07	11/09									
ROW	8/08	7/09									
Construction	2010	2012									



Project Sponsor: Caltrans

Project Manager: Emily Landin-Lowe

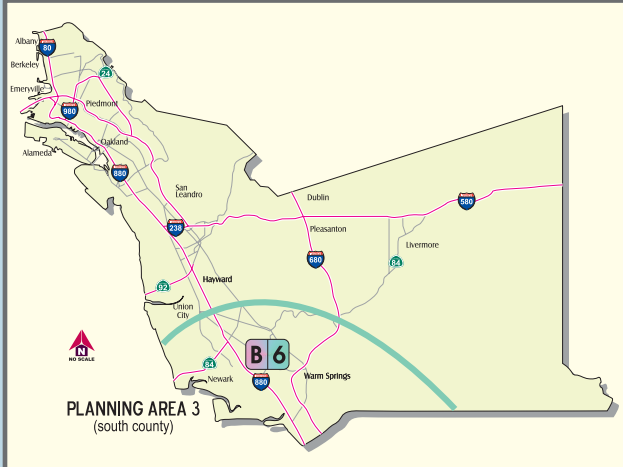
Co-Sponsor: SCVTA, ACTIA

Contact: John Ristow, Arthur Dao



Proposed Study Area

B-6: Fremont Grade Separation



Project Status

The project design is complete. Demolition of existing buildings is complete and the contractor is focusing on grading and drainage work. Utility relocation work is also ongoing.

Project Need/Description

The project will elevate Washington Boulevard over the existing UPRR and proposed BART tracks and depress Paseo Padre Parkway under the existing UPRR and proposed BART tracks. Approximately 1.5 miles of railroad track will be relocated to facilitate the project. The project will enable the proposed BART extension to operate at-grade and avoid any disruption to traffic through the area.

Funding Estimates

Fund Source	FY	Amount
RTIP		\$8,441,000
Fremont Local (TIF, ROA, Gas Tax)		\$37,697,000
CMA TIP		\$1,745,000
ACTA Measure B		\$15,000,000
RM2		\$10,000,000
Total:		\$72,883,000

Cost Estimates

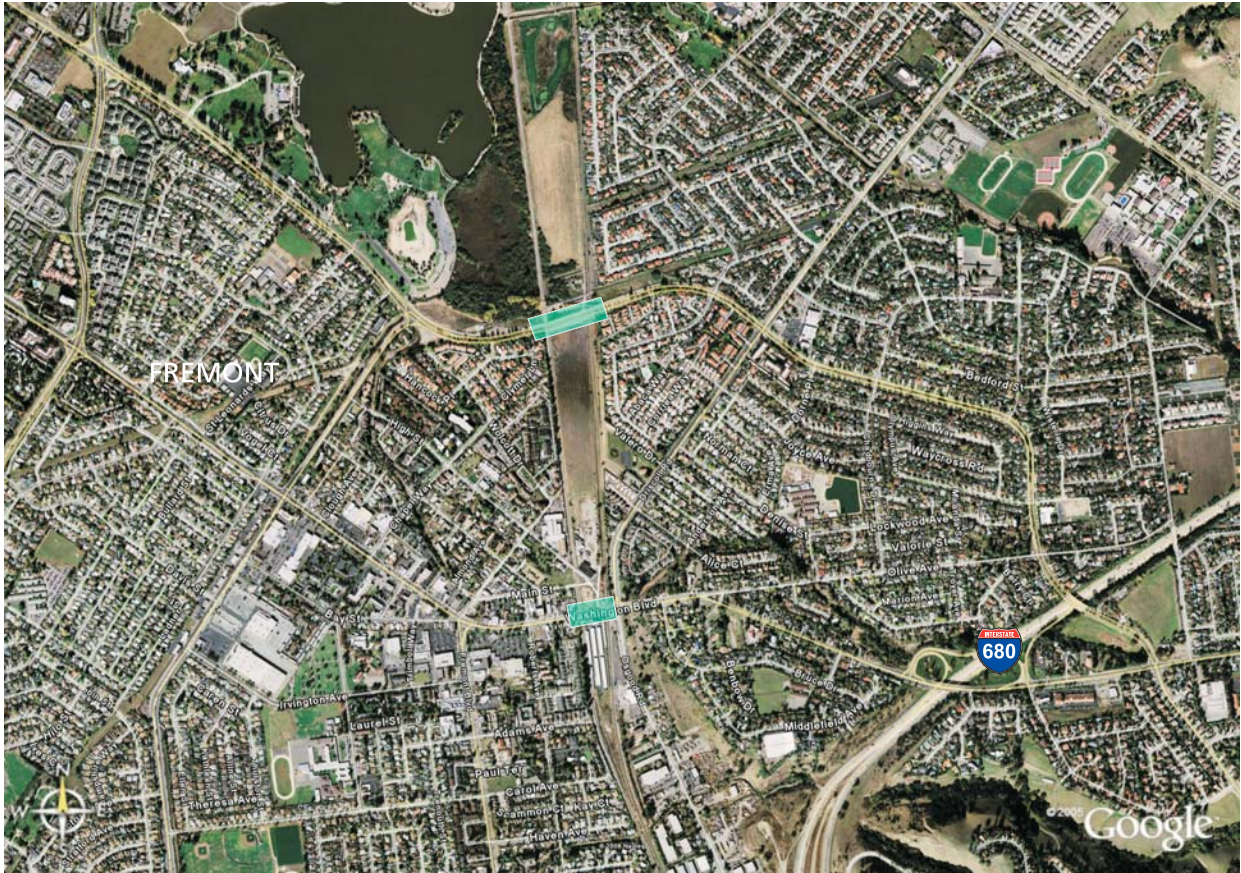
Description	Amount
ENV/PA&ED	\$730,000
PS&E	\$7,501,000
ROW	\$23,500,000
Construction	\$41,152,000
Total: \$72,883,000	

Project Schedule

Phase Description	Begin	End	00	01	02	03	04	05	06	07	08	09
PE/ED	2/00	4/01										
Design	8/02	12/05										
ROW	6/02	6/06										
Construction	7/05	4/09										



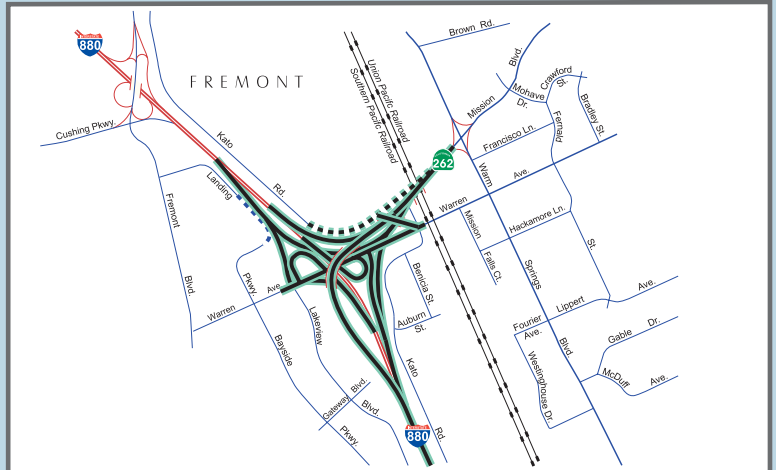
B-6: Fremont Grade Separation



Proposed Study Area



B-7: I-880 Mission Interchange



Project Status

Construction for the interchange phase of the project (Phase 1A) has begun. Preliminary engineering for Phase 1B (Mission Boulevard railroad bridges and Kato Road ramps) is underway. Full funding for Phase 1B construction is not currently available. Coordination with Santa Clara Valley Transportation Authority (BART to San Jose) and Fremont (to define an acceptable UPRR alternative) is ongoing. Phase 2 of the project will include the railroad grade separation at Warren Avenue. Phase 2 has separate environmental clearance through a Statutory Exemption.

Project Need/Description

The project will reconstruct the Route 262/I-880 Interchange, widen I-880 from south of Fremont Boulevard to Dixon Landing Road, and re-stripe I-880 between Dixon Landing Road and Route 237 (in Santa Clara County).

Funding Estimates*

Fund Source	FY	Amount
ACTA Measure B	05/06	\$7,800,000
City of Fremont Local	05/06	\$22,800,000
SHOPP	05/06	\$6,190,000
STIP	05/06	\$63,850,000
TEA 21	05/06	\$7,040,000
Pre-ISTEA	05/06	\$3,200,000
Total:		\$110,900,000

* For Phase 1A only, Funding for Phases 1B and 2 TBD

Cost Estimates

Description	Amount
Environmental Clearance	\$1,600,000
Design	\$13,570,000
Right-of-Way	\$36,000,000
Construction 1A	\$72,000,000
Construction 1B	\$43,000,000
Total: \$166,170,000	

Project Schedule

Phase 1A	Begin	End	98	99	00	01	02	03	04	05	06	07	08
Environmental Clearance	1/98	1/02											
Design	1/01	6/03											
Right-of-Way	6/03	12/04											
Construction	4/05	12/08											
Phase 1B and 2	Begin	End	98	99	00	01	02	03	04	05	06	07	08
Environmental Clearance	1/98	1/02											
Design		TBD											
Right-of-Way		TBD											
Construction		TBD											



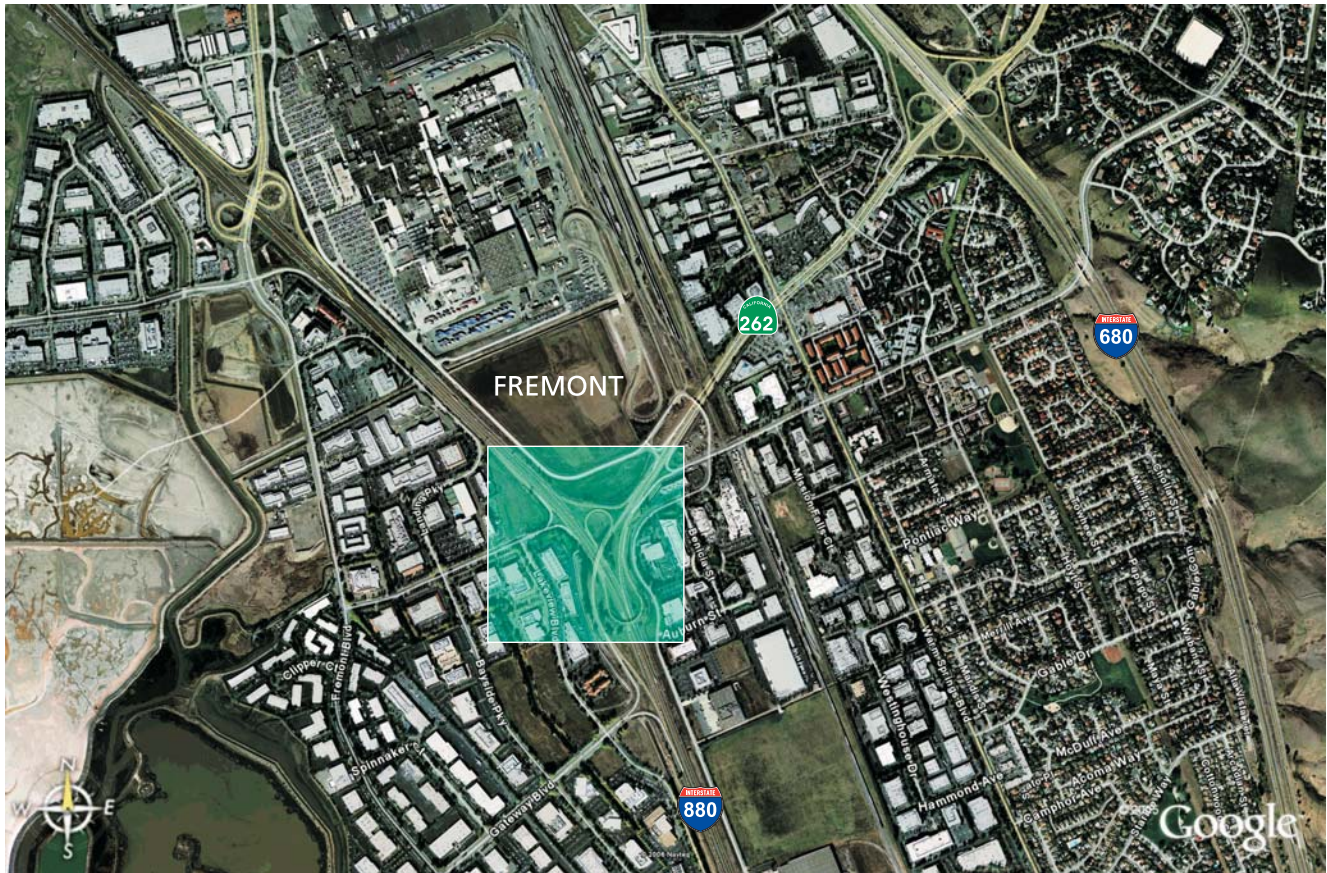
Project Sponsor: Caltrans

Project Manager: Emily Landin-Lowe

Co-Sponsor: SCVTA, ACTIA

Contact: John Ristow, Arthur Dao

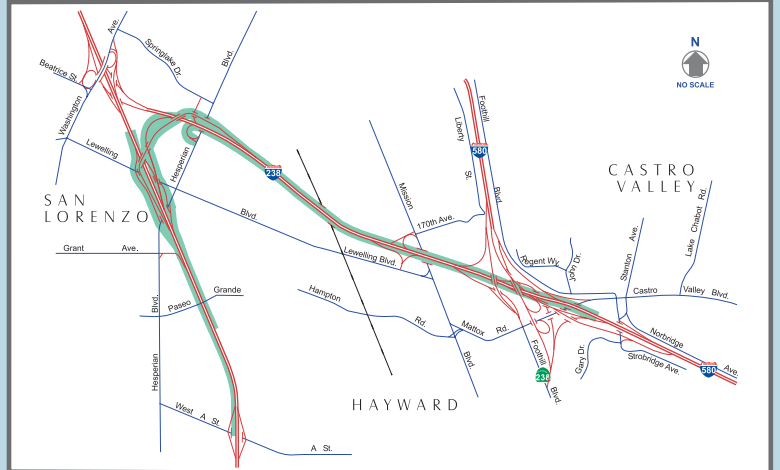
B-7: I-880 Mission Interchange



Proposed Study Area



B-8: I-238 Widening



Project Status

Design is complete. Construction advertisement is scheduled for February 20, 2006 and construction will begin in summer 2006.

Project Need/Description

The project will widen I-238 between I-580 and I-880 from four to six lanes and will add auxiliary lanes between local access interchanges on I-238. Auxiliary lanes on I-880 northbound will also be constructed from Hacienda to I-238, and southbound from I-238 to A St. The project will also reconstruct and widen the northbound I-880 to southbound I-238 connector from one to two lanes.

Funding Estimates

Fund Source	FY	Amount
ACTA Measure B		\$85,288,000
STIP		\$6,896,000
SHOPP		\$19,116,000
STP/CMAQ		\$17,500,000
SAFETEA-LU		\$800,000
Total:		\$129,600,000

Cost Estimates

Description	Amount
Prelim Engr/Env	\$3,000,000
Design	\$13,000,000
Right-of-Way	\$2,000,000
Construction & Construction Support	\$111,600,000
Total: \$129,600,000	

Project Schedule

Phase Description	Begin	End	98	99	00	01	02	03	04	05	06	07	08	09	10
Prelim Engr/Env	2/98	4/04													
Design	2/02	2/06													
Right-of-Way	4/04	2/06													
Construction & Construction Support	6/06	6/10													



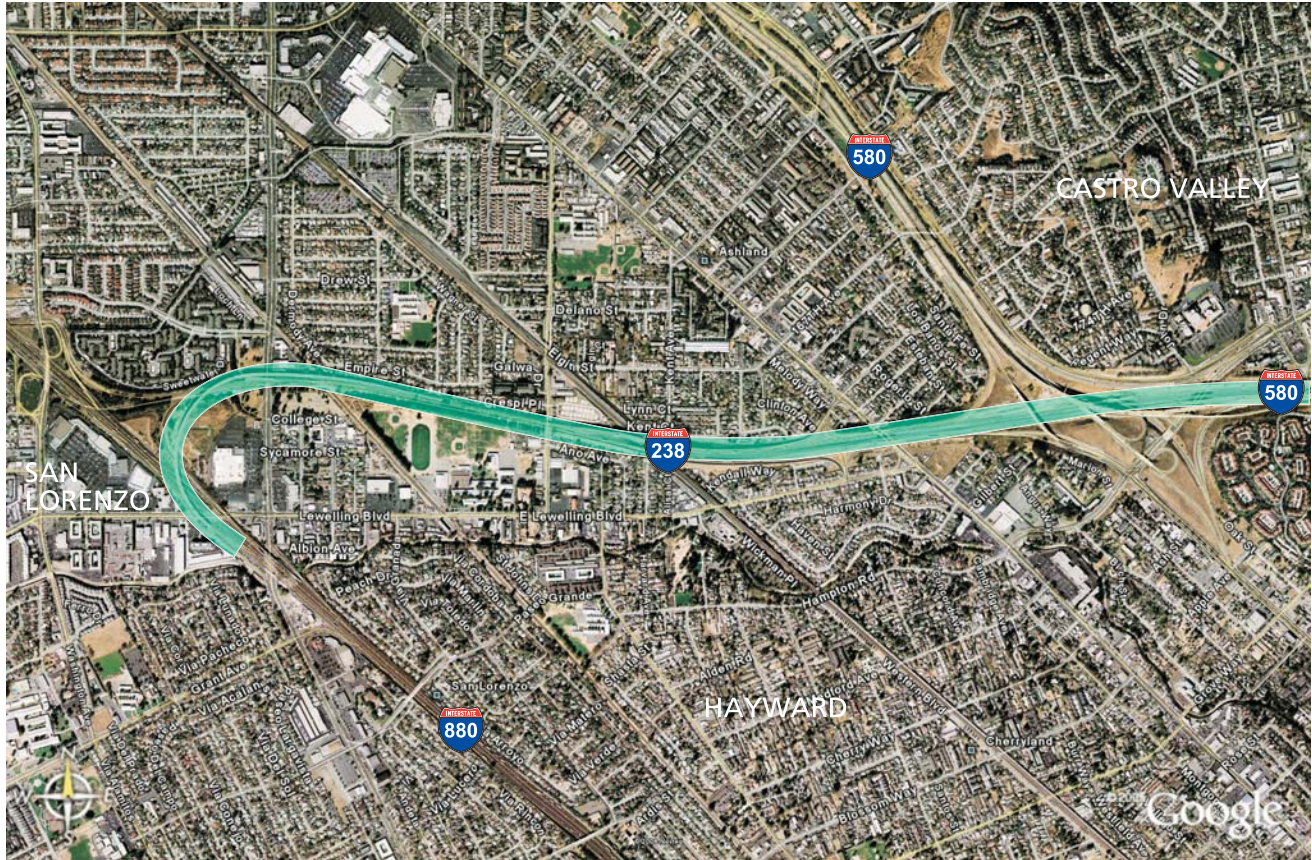
Project Sponsor: ACTIA

Project Manager: Arthur Dao

Co-Sponsor: Caltrans

Contact: Rubin Woo

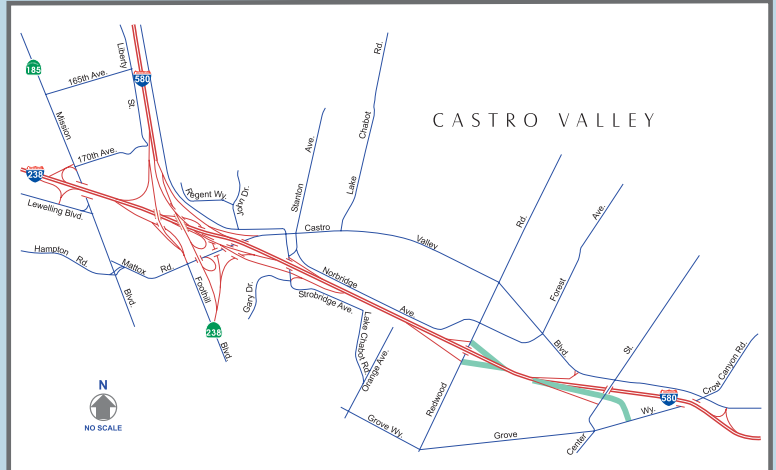
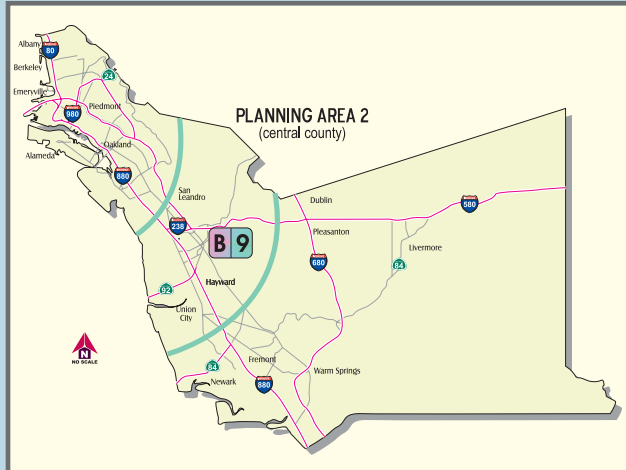
B-8: I-238 Widening



Project Area



B-9: I-580/Castro Valley Interchange



Project Status

Project Study Report was approved by Caltrans in January 2005. Environmental clearance is underway and the draft IS/EA is expected to be circulated in February 2006. Risk design is being undertaken concurrent with the preparation of the environmental document.

Project Need/Description

The project proposes several ramp improvements including, a new westbound off-ramp from I-580 to Redwood Road and a new eastbound on-ramp from Redwood Road to I-580. The existing eastbound I-580 off-ramp to Center Street will be replaced by a new eastbound off-ramp to Grove Way and the existing westbound on-ramp from Castro Valley Blvd. to I-580 will be removed.

Funding Estimates

Fund Source	FY	Amount
ACTIA Measure B	Multiple	\$11,260,000
ACTA Measure B	Multiple	\$15,000,000
SAFE TEA-LU	07/08	\$960,000
Local	07/08	\$1,700,000
Total:		\$28,920,000

Cost Estimates

Description	Amount
Environmental	\$1,310,000
Design	\$2,100,000
Right-of-Way	\$8,535,000
Construction	\$17,000,000
Total: \$28,945,000	

Project Schedule

Phase Description	Begin	End	04	05	06	07	08	09
Environmental	6/04	7/06						
Design	6/05	1/07						
Right-of-Way	7/05	12/07						
Construction	3/08	12/09						



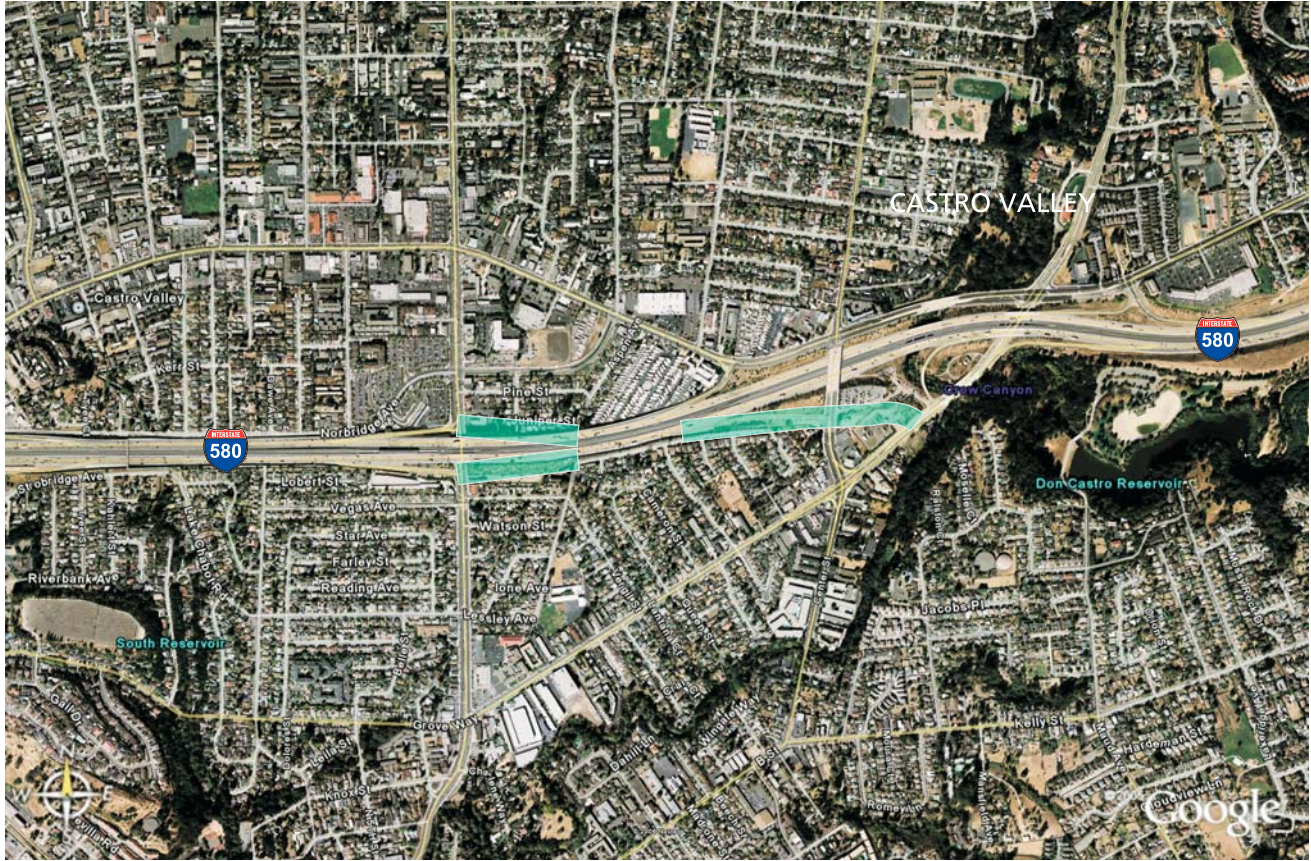
Project Sponsor: Alameda County

Co-Sponsor: ACTIA

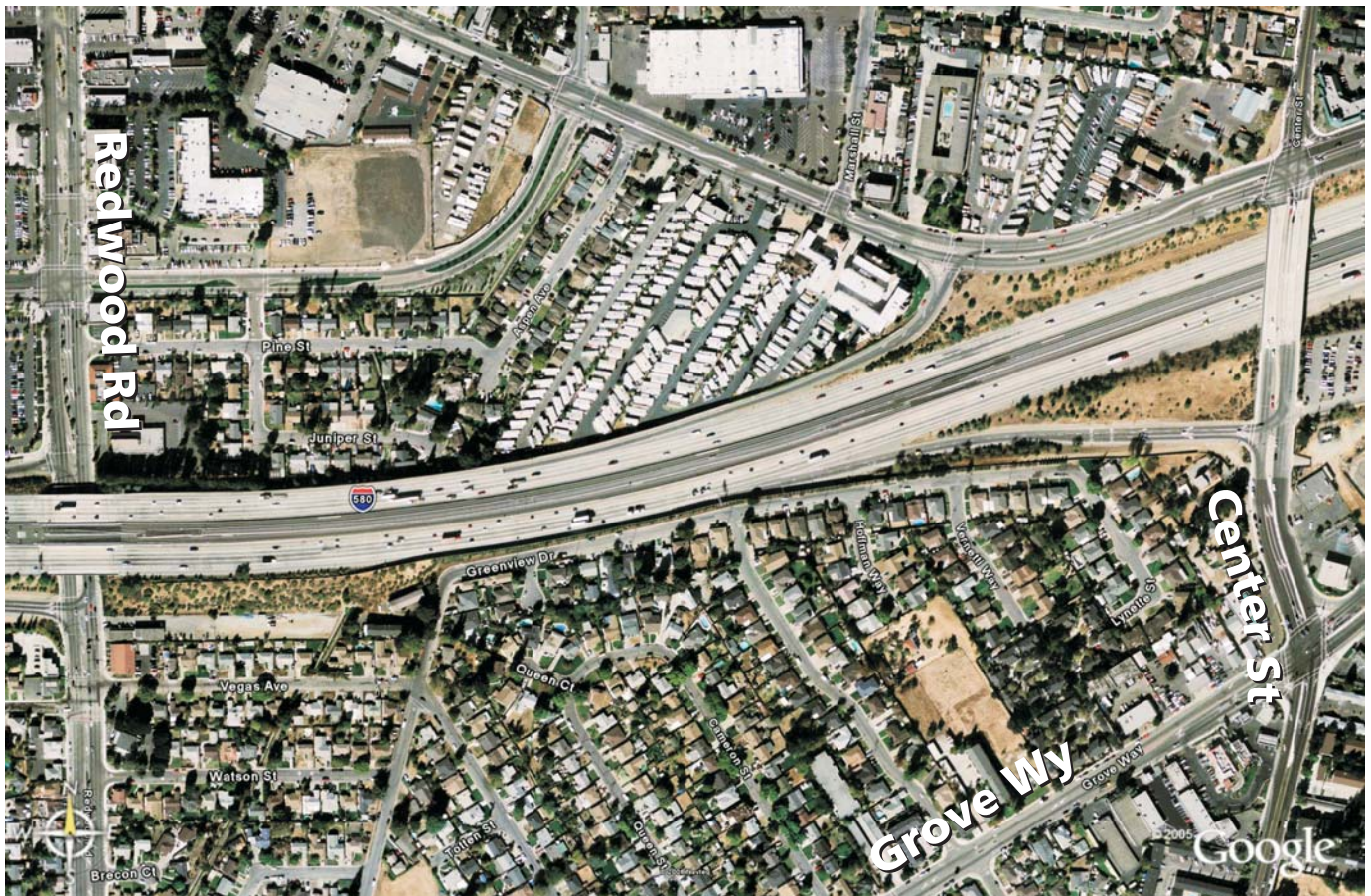
Project Manager: Art Carrera

Contact: Arthur Dao

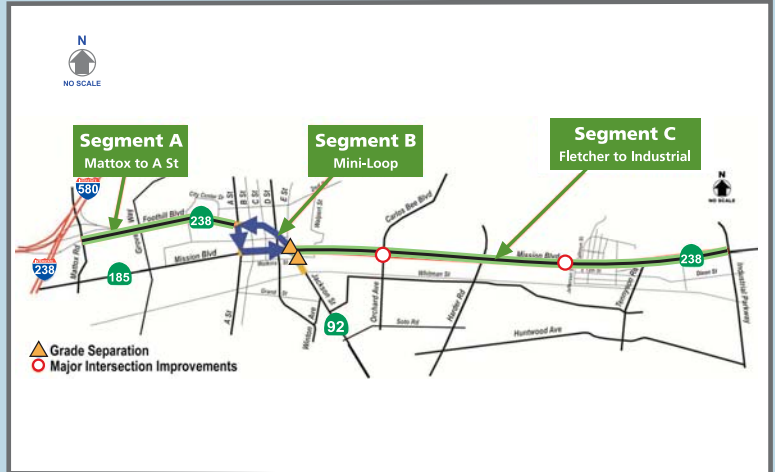
B-9: I-580/Castro Valley Interchange



Project Study Area



B-10: Rte 238 Corridor Improvements



Project Status

The City of Hayward has initiated the environmental process for the project. The Notice of Preparation for the Environmental Impact for the Route 238 Corridor Improvement Project was issued on November 21, 2005 and the comment period on the project will close on January 2, 2006. Environmental studies are commencing.

Project Need/Description

The project is intended to improve traffic conditions along Foothill and Mission Boulevards between I-580 and Industrial Parkway and provide some of the congestion relief benefits that were previously proposed by the Hayward Bypass project. The project includes:

Segment A: 3 lanes plus 4th parking/peak hour thru lane in each direction on Mission Blvd.

Segment B: 6 lanes one-way northbound on Foothill Blvd., 5 lanes one-way westbound on A St. and 5 lanes one-way southbound on Mission Blvd.

Segment C: 2 lanes plus 3rd parking/peak hour thru lane in each direction, widen intersection at Mission Blvd./Carlos Bee and provide left turn lane from southbound Mission Blvd. to Moreau High School driveway.

Funding Estimates

Fund Source	FY	Amount
ACTA Measure B		\$80,000,000
Local Funds		\$11,500,000
Total:		\$91,500,000

Cost Estimates

Description	Amount
Scoping	\$1,500,000
Environmental	\$1,500,000
Design	\$8,000,000
ROW Support & Capital	\$12,500,000
Construction & Construction Support	\$68,000,000
Total: \$91,500,000	

Project Schedule

Phase Description	Begin	End	03	04	05	06	07	08	09	10	11
Scoping	1/03	6/06									
Environmental	11/05	5/07									
Design	10/06	7/08									
ROW Support & Capital	10/06	10/08									
Construction & Construction Support	3/09	10/11									



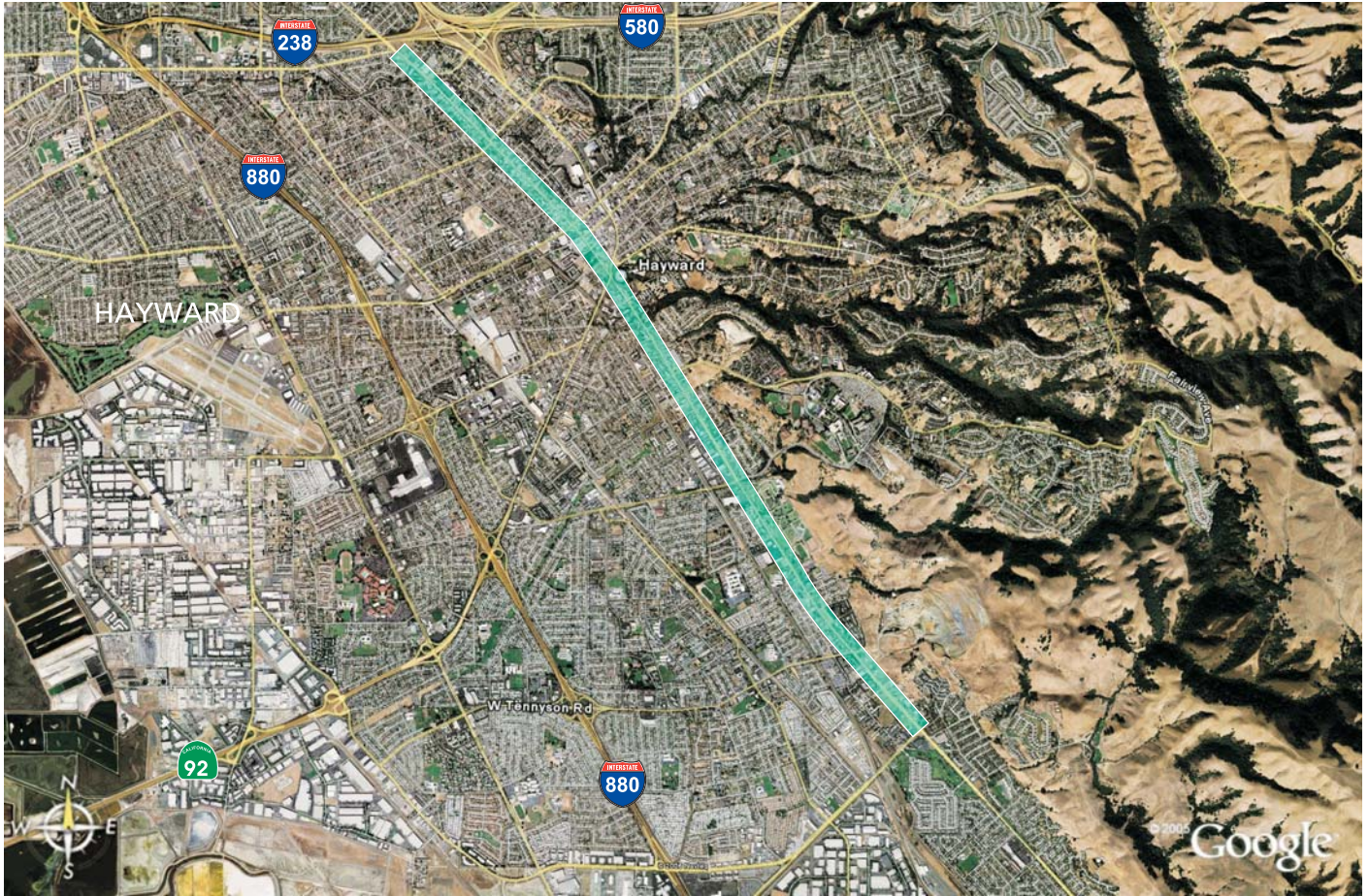
Project Sponsor: City of Hayward

Project Manager: Bob Bauman

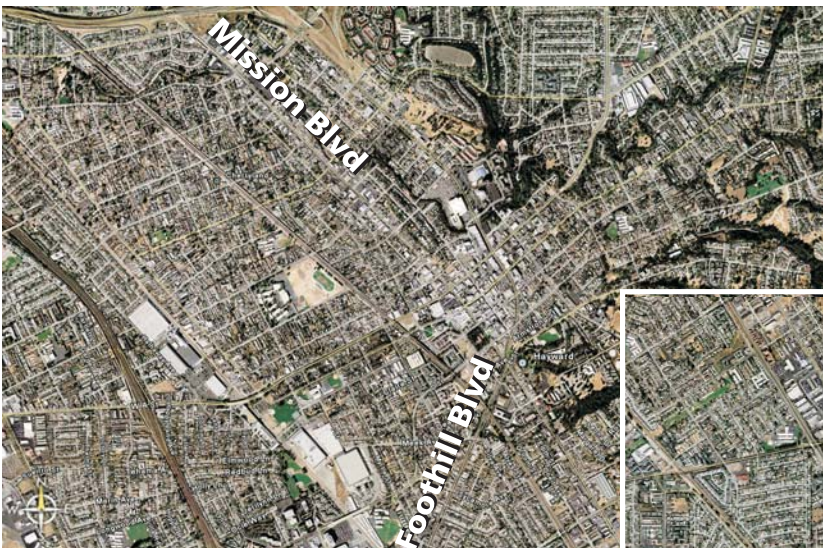
Co-Sponsor: ACTA

Contact: Arthur Dao

B-10: Rte 238 Corridor Improvements



Project Study Area



Glossary of Acronyms and Definitions

A

ABAG	Association of Bay Area Governments
ACCMA	Alameda County Congestion Management Agency
AC	Advance Construction
ACE	Altamont Commuter Express
ACTA	Alameda County Transportation Authority
ACTIA	Alameda County Transportation Improvement Authority
AC Transit	Alameda Contra Costa Transit District
ADA	Americans with Disabilities Act
at grade crossing	Crossing of travel paths which intersects at the same grade (elevation), thereby permitting only one direction of travel through the crossing at a time.

auxiliary lane An additional travel lane built for a specific travel movement, such as a merge or a turn, rather than a general road widening.

B

BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority

C

Capital Project	A construction project implemented and/or funded by CMA in whole or in part.
CCTV	Closed Circuit Television (camera)
CE	Categorical Exclusion (type of environmental clearance)
CEP	Capital Expenditure Program
CEQA	California Environmental Quality Act
CMA TIP	Alameda County Congestion Management Agency Transportation Improvement Program

CMA	Congestion Management Agencies
CMAQ	Congestion Mitigation and Air Quality Improvement Program (federal fund source).
CMP	Congestion Management Program
CTC	California Transportation Commission
CWTP	Countywide Transportation Plan (prepared by CMA)

D

DED	Draft Environmental Document
DEIR	Draft Environmental Impact Report
DEIS	Draft Environmental Impact Statement
DEMO	Federal Demonstration Funds
DPR	Draft Project Report

E

ED	Environmental Document
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EVP	Emergency Vehicle Pre-emption

F

FEIR	Final Environmental Impact Report
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FFY	Federal Fiscal Year (October 1 through Sept 30)
FY	Fiscal Year (July 1 through June 30)

Glossary of Acronyms and Definitions

G	
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H	
HIP	Housing Incentive Program
HOT	High Occupancy/Toll Lane
HOV	High Occupancy Vehicle lane, used by buses and carpools.
I	
I/C or IC	Interchange
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991.
ITIP	Interregional Transportation Improvement Program
IS/EA	Initial Study/Environmental Assessment
ITS	Intelligent Transportation System
J	
Blank	
K	
Blank	
L	
LAVTA	Livermore Amador Valley Transit Agency
LOS	Level of Service
M	
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission.
MTS	Metropolitan Transportation System
MVDS	Microwave Vehicle Detection System
N	
ND	Negative Declaration
NEPA	National Environmental Policy Act
NOD	Notice of Determination
NTP	Notice to Proceed
O	
O & M	Operations & Management
P	
PA & ED	Project Approval & Environmental Document
PE	Preliminary Engineering
PEF	Project Expenditure Forecast
PES	Preliminary Environmental Studies
Prop 42	Proposition 42 passed by California voters earmarking certain revenues related to the sales of gasoline for transportation purposes.
PS&E	Plans Specifications and Estimates
PSR	Project Study Report
PR	Project Report
PTA	Public Transportation Account (State fund source)
Q	
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Glossary of Acronyms and Definitions

R

RM1	Regional Measure 1 - A November 1988 ballot measure which raised specific bridge toll limits to fund specific bridge corridor improvements. The Bay Area Toll Authority administers these funds.
RM2	Regional Measure 2 - A March 2004 ballot measure which raised State-owned bridge toll limits to assist in funding transit operations and transportation projects/progress.
RFP	Request for Proposal
RIP	Regional Improvement Program of transportation funding programmed by the CTC in the STIP based on recommendations from the CMAs.
ROD	Record of Decision
ROW	Right-of-Way
Rte	Route
RTP	Regional Transportation Plan. MTC's twenty five-year plan for transportation projects for the nine-county Bay area.
RTIP	Regional Transportation Improvement Program. MTC's five-year program for the nine-county Bay Area.

S

SAFETEA-LU	Safe, Accountable, Flexible Efficient Transportation Act: A Legacy for Users
SER	Systems Engineering Report
SCVTA / VTA	Santa Clara Valley Transportation Authority; also abbreviated as VTA.
SHA	State Highway Account, State funding source.
SHOPP	State Highway Operation and Protection Program – State funding source focused on correcting existing safety and operational issues.
SMART Corridor	A network of ITS field elements allowing for remote congestion management
SOV	Single-Occupant Vehicle
SPONSOR	Entity responsible for project development/delivery.
SR	State Route
S RTP	Short Range Transit Plan
STIP	Surface Transportation Improvement Program. The seven-year program of projects utilizing State funds.
STIP/FTA	Surface Transportation Improvement Program – Federal Transit Administration
STIP-TE	Surface Transportation Improvement Program – Transit Enhancement
STP	Surface Transportation Program. A federal fund source under ISTEA.

T

TAC	Technical Advisory Committee
TBD	To be determined.
TCD	Transit Center Development
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program, a state source of funding.
TDA	Transportation Development Act
TE	Transportation Enhancements (a type of STIP funding)
TEA	Transportation Enhancement Act- a federal fund source under ISTEA for projects that enhance the transportation experience.
TEA 21	Transportation Equity Act for 21st Century signed into law on June 9, 1998 and was intended to expire at the end of federal fiscal year 2003 (has been extended numerous times).
TFCA	Transportation Fund for Clean Air
TIF	Traffic Impact Fees
TIP	Transportation Improvement Program- MTC's three-year program of projects utilizing federal funds or subject to federal required actions.
TLC	Transportation for Livable Communities through MTC
TMC	Transportation or Traffic Management Center
TMP	Traffic Management Plan
TOS	Traffic Operations System

Glossary of Acronyms and Definitions

T

TOD	Transit-Oriented Development
TSP	Transit Signal Priority
TVTC	Tri-Valley Transportation Council

U

utility relocation	The relocation of underground and overhead utility lines which would otherwise conflict with new roadway construction.
UPRR	Union Pacific Railroad.
U.S. DOT	United States Department of Transportation

V

VID	Video Image Detection (camera)
VMT	Vehicle Miles Traveled
VPPP	Federal Highway Administration's Value Pricing Pilot Program

W

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X

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Y

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Z

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